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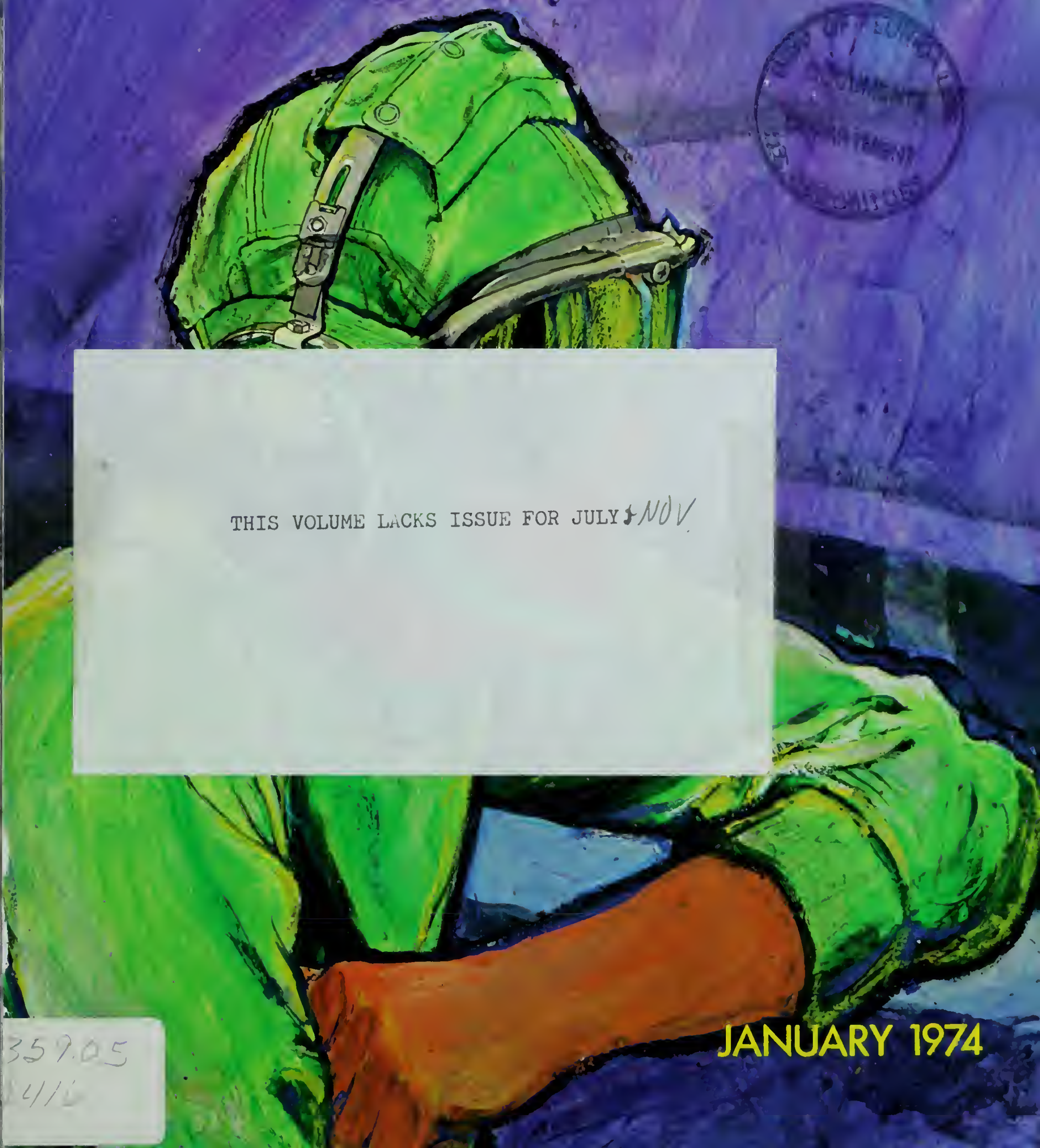

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

JANUARY 1974 Nav-Pers-O NUMBER 684

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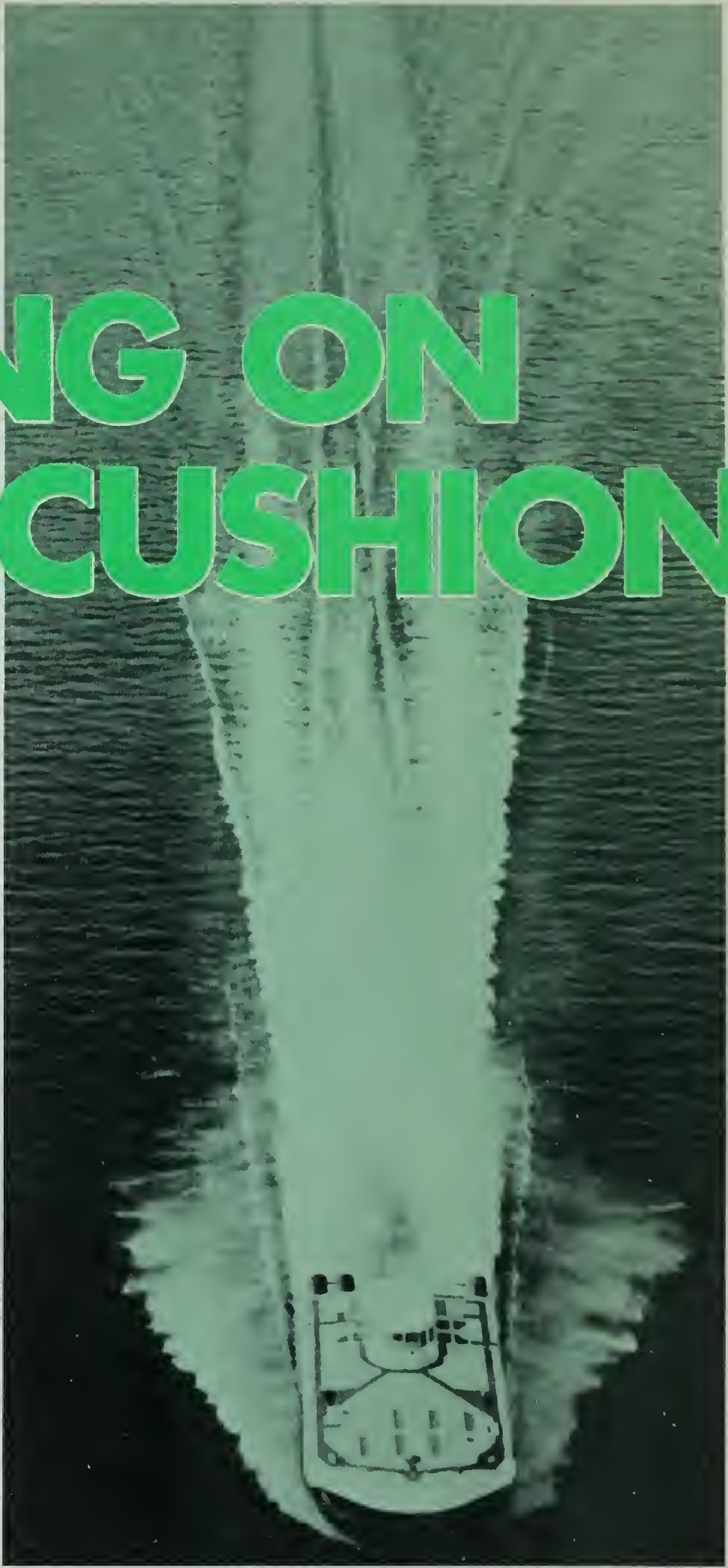
Gerald Wolff, Reserve

AT LEFT: AS THE FISH SEE IT — PHAN Anthony M. Page used a fisheye lens to shoot this photo of the USS Hermitage (LSD 34) refueling the Netherlands' Navy antisubmarine escort Drenthe (D-816). Both ships were involved with NATO Operation Doria Salute IV off Vieques Island, P.R. Front cover art by Michael Tuffli.

THE PRINCIPLE OF AEROSTATICS:

RIDING ON A CUSHION



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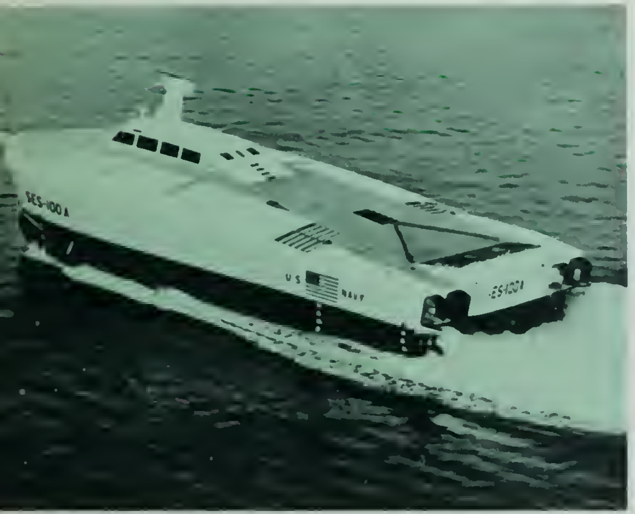
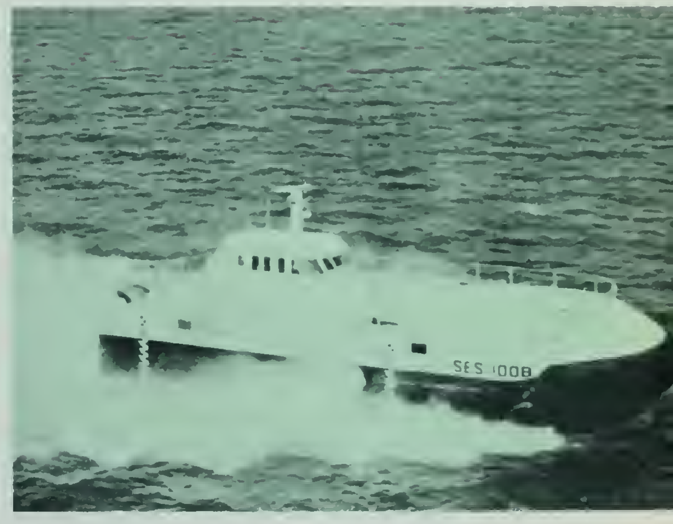




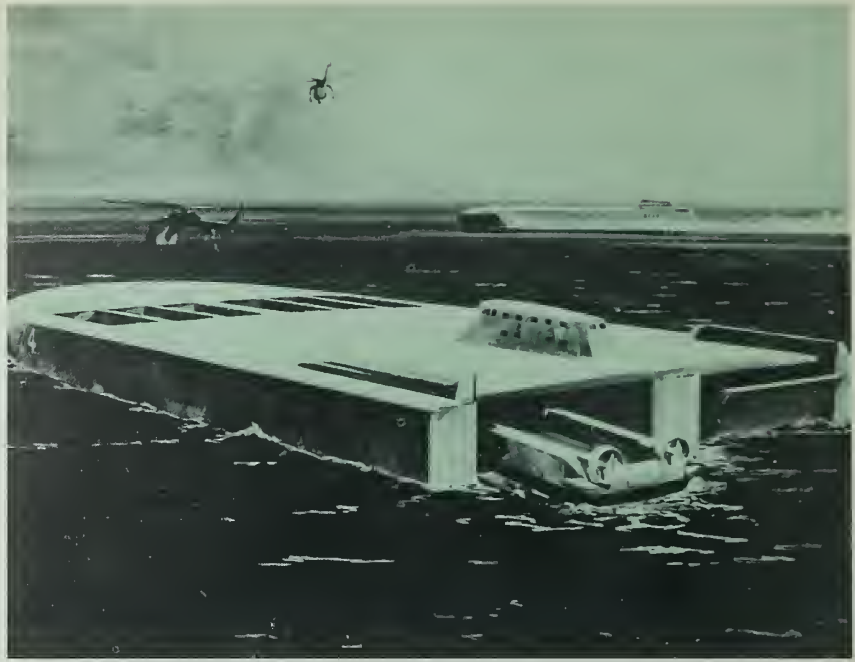
The two 100-ton prototype surface effect ships, SES-100A (left) and SES-100B (facing page and above), were built by different contractors and are currently under testing and evaluation by the Navy.

The July issue of ALL HANDS carried an article entitled "Wings Upon the Water," about hydrofoils, the PHM craft whose hull literally rises out of the water as it travels at high speed. The hydrofoil is so named because, although it resembles a conventional patrol craft, it has legs (or foils) that are built along the same principle as an airplane's wings. Their purpose is to lift the craft's hull as it gathers speed, thus eliminating the drag of the hull and giving the craft a capability of tremendous speed.

Now ALL HANDS is reporting on another and entirely different type of craft which also rises out of the water as it travels "on a cushion of air." Here it is, the SES or Surface Effect Ship.

THE NAVY'S FAMED high speed hydrofoil craft is based on the phenomenon known as "hydrodynamic lift." But the application of hydrodynamics, which is a branch of science that deals with the motion of fluids and the forces acting on solid objects in water, is only one part of the Navy's plans for new high performance ships. The other, and equally dramatic, part of the plans is based on the principle of "aerostatic lift."

Aerostatics deals with gases (in this case, air) and the action of solid bodies immersed in the air. The application of aerostatic lift results in the creation of an "air-lubricated" device, or one in which the drag is



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greatly lessened, thus speed could be greatly increased.

Previously ALL HANDS has referred to this latter type of ship or craft as a hydroskimmer, but the terms Surface Effect Ship (SES) or air-cushion vehicle have now been adoped as more accurate designations. SES refers to an air-lubricated vehicle with solid sidewalls attached to its hull. Air-cushion vehicle means one with flexible "skirts" attached.

Surface effect ships thus are supported on cushions of air, internally generated. This cushion is captured by fixed sidewalls plus flexible seals fore and aft. The result is much less drag than experienced by conventional hulls propelling at high speeds through the water. While the SES does, of course, experience displacement and wave drag at low speeds, as the speed increases it diminishes displacement and associated drag. The drag that remains is primarily aerodynamic and "wetted surface" drag. Speeds in the 80- to 100-knot region are anticipated for the SES.

Potential missions include ASW, AAW, surface warfare, tactical air support, and amphibious assault. As with all transportation vehicles which have emerged through history, the most promising applications of SES remain to be established.

With such goals in the offing, the Navy has been evaluating designs, models and test craft for some years. Under the direction of the Chief of Naval Material, the Surface Effect Ships Project Office (PM17) manages an extensive development and evaluation program.

Currently under test are two 100-ton craft, each built by a different contractor. The SES 100A has exceeded 75 knots; the SES 100B has reached 72. Both are about 80 feet long, with a beam of about 40 feet. The two test craft have given increased assurance of success and have permitted data to be obtained very effectively. At the same time, alternative design features are being evaluated, particularly propulsion systems and seal designs.

Even more so than the hydrofoil, the SES offers speed as her primary asset—and this is considered a blessing by those who must worry about antisubmarine warfare. A 2000-ton destroyer type SES could cover three times the area of the present-day destroyers, and deliver an antisubmarine helicopter to a specific spot in minutes. With such speed, this type of SES could outrun any torpedo launched against it.

The program's objective is to extend this existing state of the art to ships of oceangoing size with military capability—ships with adequate range, speed and seakeeping characteristics. The Navy plans to acquire and operate prototype ships to evaluate concepts for future ship construction and to develop mission applications and logistics concepts. As a result, the prototypes will be fitted with weapons and sensors to complement their high speed capabilities. Such development also will establish an industrial base for future shipbuilding.

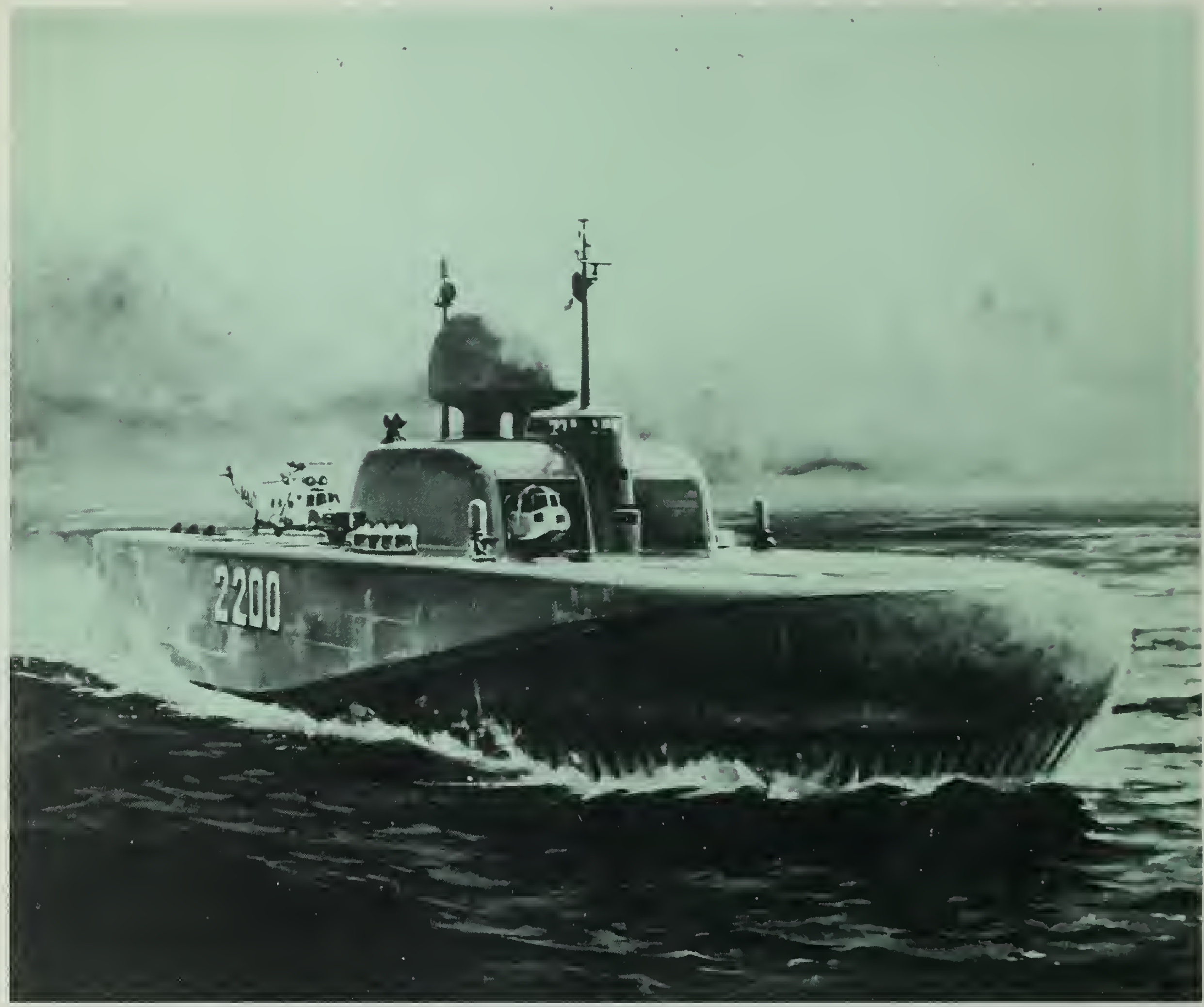
Preliminary design contracts on a 2000-ton SES have been let by the U. S. Navy to four industrial concerns. Preliminary work on the designs began in Nov 1972 and was scheduled to be completed in Aug 73.

Artist's conceptions of possible new and versatile designs for surface effect ships include theoretical utilization as mini-aircraft carriers (above) and platforms for helicopters (facing page), as well as a floating base for smaller SES amphibious craft (facing page top).

The designs should establish the feasibility of general characteristics for this ship and also provide detailed characteristics. The program includes extensive model testing and will define requirements for full-scale engineering development of major subsystems.

Plans are to be prepared for detailed design and construction phases, including schedules and cost estimates. Requirements for testing will be included. Once the preliminary designs are completed, two designs will be selected. After approval by the Congress and Secretary of Defense, detailed design and full development of long-lead subsystems will be initiated.

The aircushion vehicle is one of the air-lubricated devices which is capable of moving over marshes, swamps and flat beachheads. In this class, the amphibious assault landing craft (AALC) is being developed by the Navy and could be as much as five times as fast as the landing craft used in World War II. Able to turn out speeds up to 50 knots, the AALCs could move over the water and onto the beach with a load of some 60 tons—by far the most advanced amphibians yet.



Above: Another artist's conception of a possible SES of the future with this design incorporating hangars and a landing pad for large helicopters. Facing page: The SES-100A cruising in Puget Sound, Wash., where it attained a new speed record of 88 MPH.

The air-lubricated vehicle is not unique to the U. S. Navy. The British were the first to participate in this field and it is from them that the term hovercraft evolved. Since 1968, England has maintained and developed hovercraft up to 175 tons which operate across the English Channel carrying up to 250 passengers. The United States Commerce Department has kept a close watch on the development of air-lubricated vehicles with hopes that future large-scale transportation problems can be solved.

The last quarter of a century has been one of progress in this area. With the advances that have been made in metallurgy and marine propulsion, the theories of hydrodynamics are finally being brought out of the realm of science fiction and into the field of practical, high-performance ships.

NEW SPEED RECORD FOR SES IN PUGET SOUND

Puget Sound has again become the focal point of the most important advances in Navy shipbuilding and design. In July on the Sound, the Navy's experimental surface effect ship—SES-100A—set a new speed record of 88 miles per hour.

During a scheduled test run, the waterjet-propelled SES surpassed its previous top speed of 75 mph and put Navy officials a step closer to a 100-knot Navy. It is their goal to apply results from this relatively small test craft to the design of larger ships—possibly in the 2000-ton class.

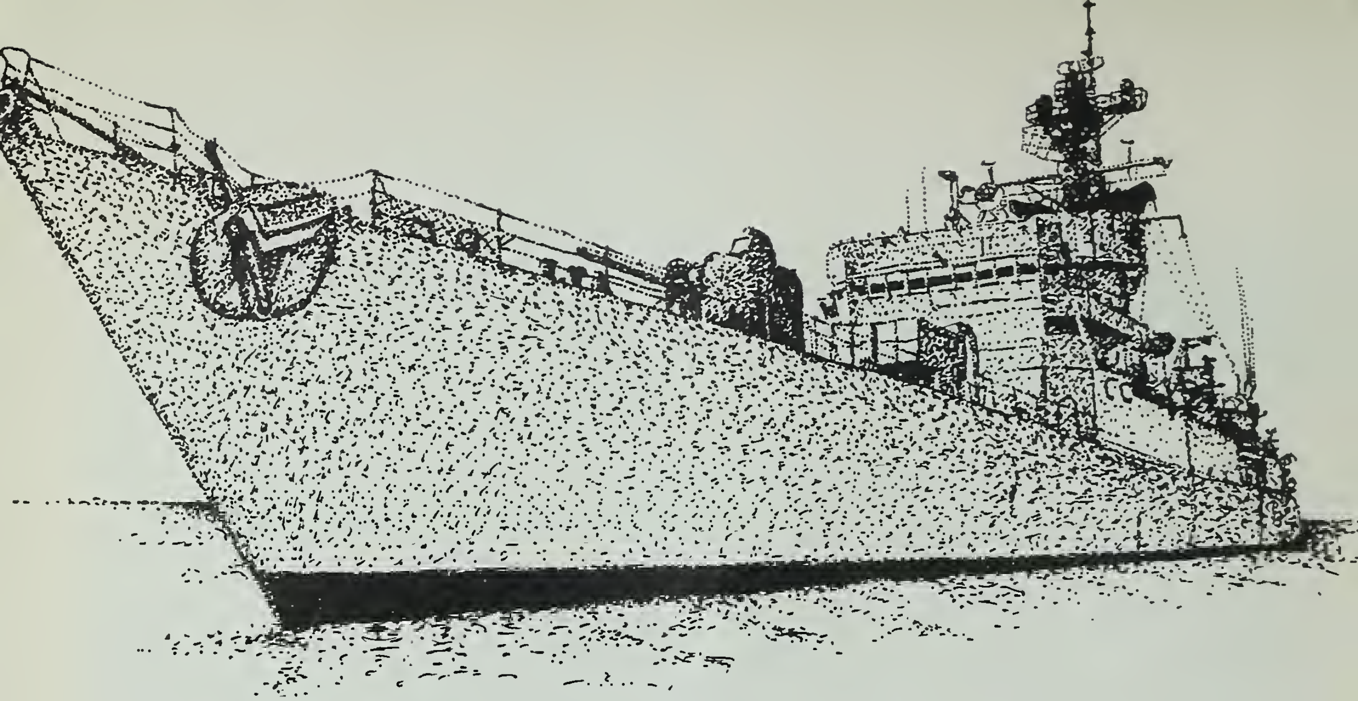
Admiral Isaac C. Kidd, Jr., Chief of Naval Material, was at the controls during an earlier test run of the SES-100A. His remarks have an eagerness about them that is typical among the people who are putting their time into developing a new breed of ships: "This is an opportunity that I have been looking forward to for a long time; to come here and ride in this remarkable, innovative and pioneering form of propulsion that promises to revolutionize the ways in which men can go to sea."

The SES-100A was designed and built by the Aerojet Surface Effect Ships Division working under the direction of the Chief of Naval Material's Surface Effect Ships Project Office. The craft is powered by four AVCO TF-35 gas turbine engines, and is propelled through the water by waterjet pumps.

Supported by an internally generated cushion of air which is captured under the craft by sidewalls and flexible forward and aft seals, the SES is capable of riding over the water—provided its speed is high enough. As the speed increases, the SES reaches and exceeds "hump" which means that the displacement bubble is, in effect, left behind while the forward speed does the supporting.

The advantage offered by the surface effect ship is this ability to reduce total drag in the water and thereby greatly increase its speed. With the total drag reduced, the SES-100A can achieve much higher speeds than conventional hull ships, without increasing total power requirements.

Now that the 76-knot range has been mastered, the proponents are working to put this air bubble principle under a large ship. It is the oceangoing SES that they want, and it is the SES-100 that will provide them with the necessary fundamentals for the design of a larger ship. —JO3 Alan Shethar



Introducing

CASDAC:

Laying the keel of a ship is a milestone for the hundreds of designers and draftsman who labored over their drawing boards to make the blueprints from which the ship will be built. The hull, superstructure, and all that is inside have been drawn in detail, to scale, and clearly enough for the builder to be able to read — this takes hours of painstaking drafting.

Much of the efficiency of this meticulous work might be eliminated by any alteration which has to be inserted. With electricians, pipefitters, ordnance specialists and communications people all vying for more space aboard a vessel that has little extra space, rarely could everyone coordinate their systems without a lot of refiguring, redesigning and redrafting, by a lot of people.

Consequently, as the design grows into an actual ship, alterations become more costly because they always create other problems — like moving a switchbox over six inches puts it on top of a steam pipe which, if moved, would interfere with the ventilation system. As the ship moves deeper into its construction, any change sets off other changes.

Ideally, the solution would be to prevent chaotic effects of "slight" alterations by foreseeing the problems in the design stage, and then working them out before they work themselves into the blueprints. This would mean that every system would have to be designed in coordination with all the other systems. From the radar network to the heads, the interrelation would have to be known and remembered.

Who has a memory that large? And if someone has that kind of memory, how long would it take before his mind is burnt out from solving the thousands of small, but essential, problems that continually arise? Most of the problems involve fairly simple mathematical interpolation, but when you are running a cable

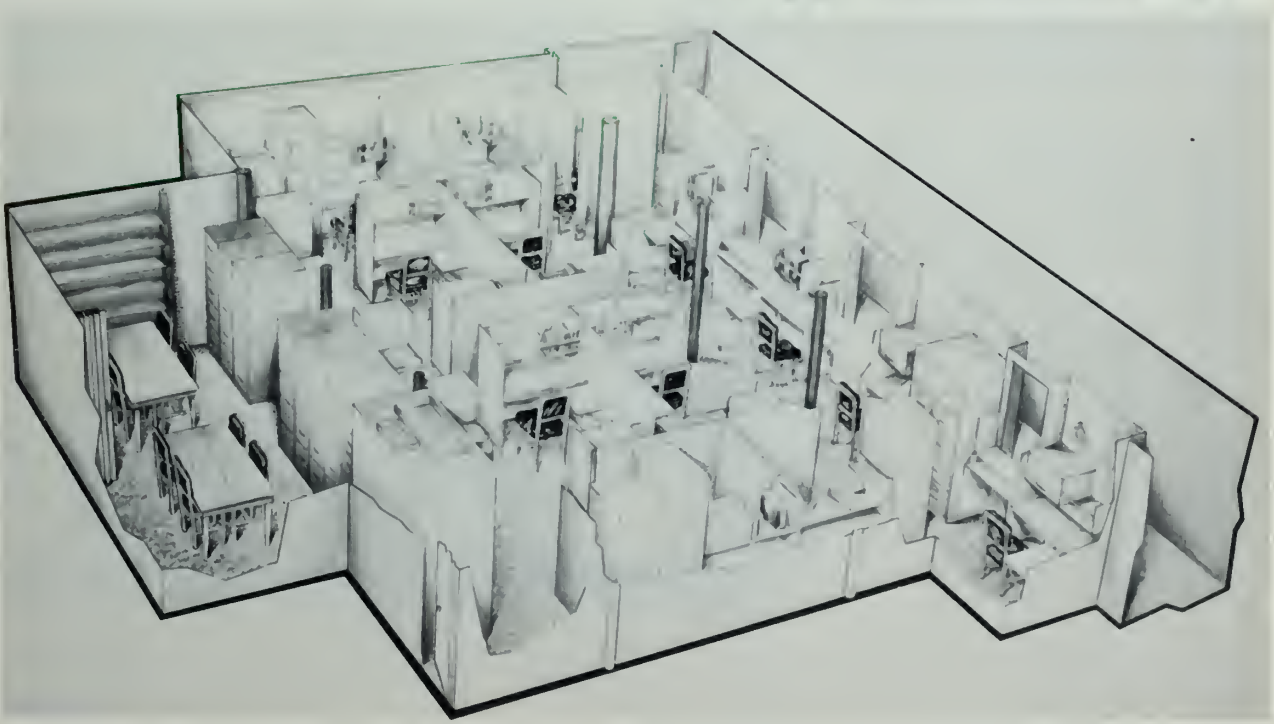
Upper and middle right: An electronic viewing screen of a computer showing outline views of a ship's hull compiled from data fed into a computer by a technician. The hull can be seen at various angles while still maintaining correct scale and perspective: Right: Computer-aided construction can make possible very functional arrangements of ship's spaces, as this artist's rendering of an office portrays.

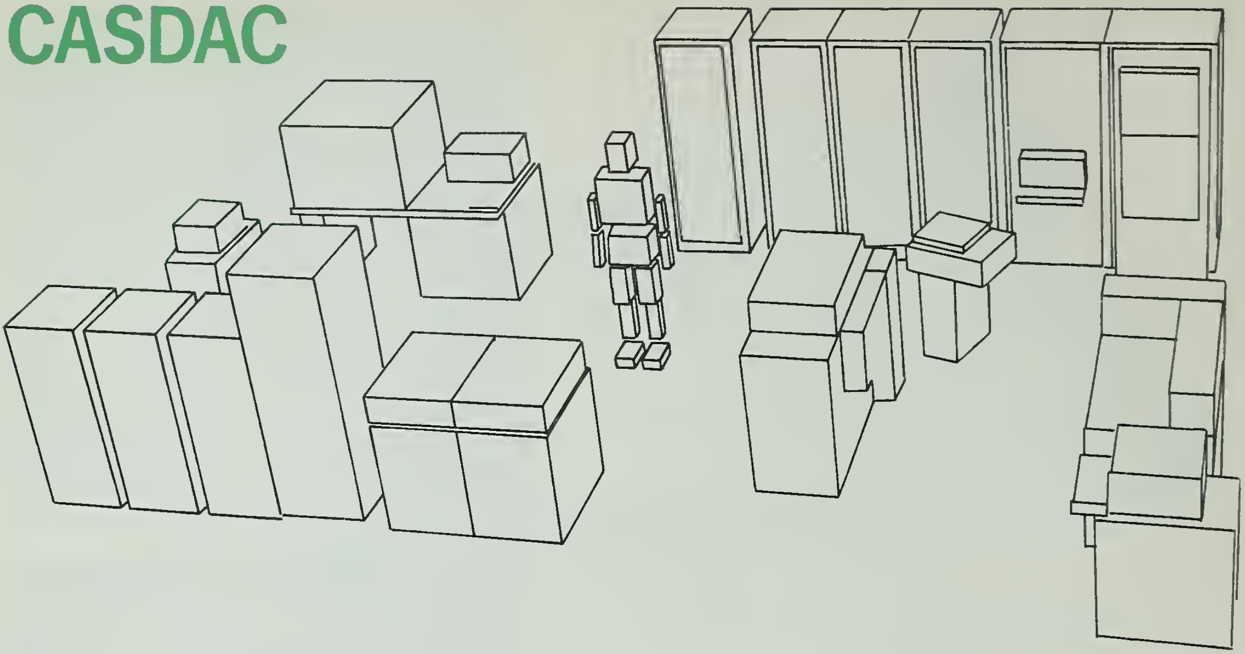
through a compartment, how can you know what is on that particular bulkhead without consulting 10 other blueprints.

No person has such capabilities, and a group of people doing this would move at a snail's pace. But, if a good memory and the ability to add or subtract are all that's needed, a computer will work just fine. With its ever-increasing storage capacity, why not program a computer to store the necessities of each ship system and at least notify someone of possible conflicts before construction gets caught in itself?

At the Naval Ship Engineering Center (NAVSEC) in Hyattsville, Md., just outside Washington, D.C., these questions are not part of theoretical discussions about a possible pilot program. They are an everyday preoccupation for NAVSEC personnel in the Computer Aided Ship Design and Construction (CASDAC) section. Activity there takes place in a relatively small area of a building, and centers around the data transmitters which feed into a huge computer at the Naval Ship Research and Development Center in Carderock, Md., about 14 miles away. CASDAC naval architects and computer technicians attempt to program the computer to hold, review and use formulas

COMPUTER-AIDED SHIP DESIGN AND CONSTRUCTION





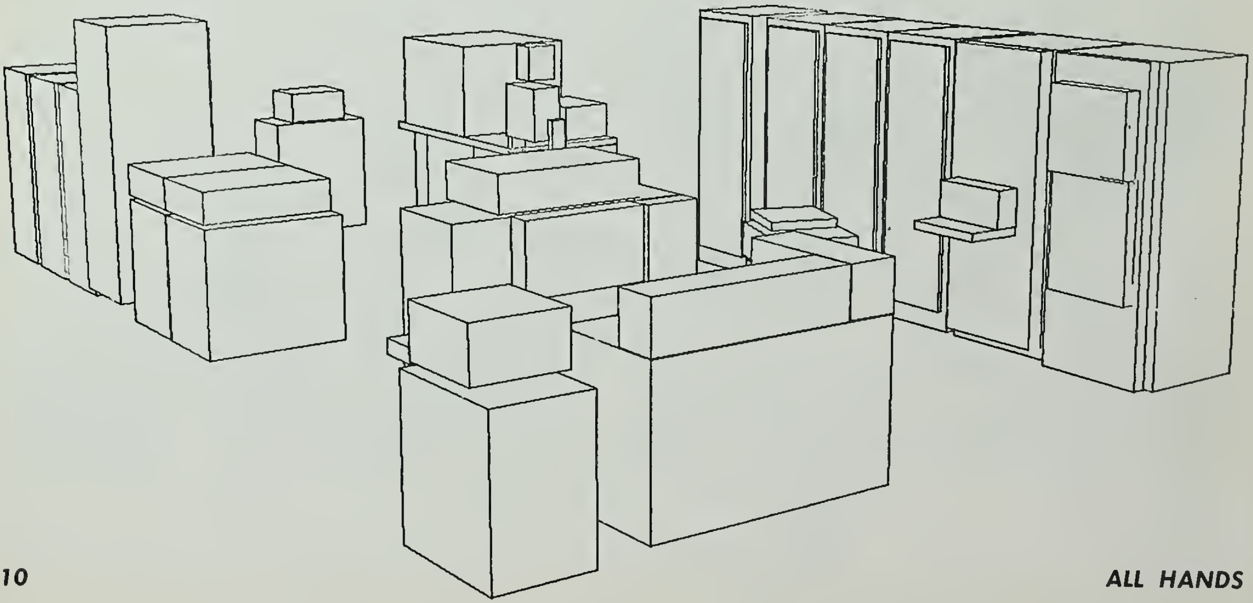
for every conceivable engineering problem. This is a far cry from being able to capitalize fully on the computer's potential — but programmers have succeeded in breaking the ice.

The engineers at CASDAC have done some clever problem-solving in applying computers to ship design, and in the process have eliminated a lot of drudgery. The computers are amazing not so much for the work they themselves do — in the world of computers, their job is a fairly simple one. Rather, their real value lies in the work they eliminate for ship designers.

Take, for instance, the first step in the construction of a ship — the design of the hull. From echelons near the Chief of Naval Operations, an order will come down requesting a ship of a certain length which has so much displacement and can carry a certain type of weapon system. Ordinarily, a naval architect would take the dimensions and sketch the possible type of hull that might fit this specification. The task of drawing the proper scale might take him a couple of hours — and even then he would have only one possible construction idea out of many.

Much of the time taken to work up this design is spent consulting tables which have been derived from a few equations. The computer, given those formulas, can arrive at individual values in a fraction of a second. And that's not all. These values that are so meticulously plotted by the architect can also be jotted down by the computer.

A lot of activity in CASDAC's busy computer room centers on an oversized oscilloscope. On this odd-looking television screen come the graphic illustrations of the desired hull. No pens, pencils, rulers or calculating tables required. The designer sits down in front of the screen, types in variables such as draft,



beam, length and prismatic coefficient — which determine the shape of the hull — and waits about a minute for the computer's graphic interpretation of those values to appear on the screen.

Once the image appears, the architect then starts a "trade-off" process. He must match the design with the function that the ship is going to have. A box-like hull, which might house more propulsion units, is also not conducive to high speeds. Principles like this the architect knows, and he has only to type in different variables to see a design that could be more effective.

Then he may start putting the designated weapons system into the design — always keeping in mind the primary function of the ship. A light-sensitive "pencil" becomes his only drafting tool. This pencil is sensitive to the lines appearing on the screen, and when touched upon one completes a circuit which in turn activates the computer. A list of options will appear on the screen from which selection can be made as to what is wanted next from the computer. Touch the "side-view" and in a couple seconds a sideview of the ship will appear — drawn to perfect scale. With this image will come other possible instructions that the computer is programmed to handle. Touch the "add' command and a list of possible additions to the superstructure will appear. Touch the MK40 (missile launcher) code and the computer will ask you to point to the section of the ship in which you want it placed. Touch the spot on the diagram and in seconds it will be incorporated into the diagram — once again drawn to perfect scale.

All the possible options can be brought into sight instantly, and hundreds of variations can be seen in a fraction of the time it would take to do it manually. This rapid response means that a high quality of design will inevitably result, and 50 per cent of the design cost will be avoided.

There also comes a time in the ship construction business when the designer must draw the ship in terms that can be understood and read by the builder. It is at the blueprint that the engineer and builder must meet, and there the specifics of welding and cutting are worked out.

CASDAC has put its own tools to work in this area too. Specifically concentrating on the structure of a landing craft being built by the Army, CASDAC technicians put their heads to shortening routine, but essential, calculations that go into making a blueprint.

In drawing the welding plans for the Army's landing craft, hundreds of cutting and welding situations arise. In engineer's lingo, these situations are called "events." Where a beam crosses another beam, where a beam hits a bulkhead, where a beam hits a pole — all are events. For each event there is a standard procedure of welding and cutting which must only be adapted to the situation at hand. Drawing each of these into the blueprint is a repetitious job which can be avoided.

The computer can store and recall the necessary directions at superspeeds. Its read-out is not a table of data, but an actual blueprint. Programmed to work with the same rules used by the draftsman, the computer tabulates and responds through a plotter that transcribes electronic impulses into linear designs — the result being a blueprint as clear and accurate as one done by hand.

The shipyard has something to gain too. In the yard, a piece of steel is cut by a torch that is mechanically controlled. A sheet of steel is placed on a press-like carrier and rolled under a torch that moves over it in much the same way a plotter moves over a graph. The movement of the flame is controlled by a sequence of codes, each formed by holes punched in paper tape. Ordinarily, the cutting specifications from the blueprints have to be translated onto the punch by a special typewriter.

The computer can also be programmed to deliver a similar tape which is simply tacked onto the blueprints, sent to the shipyard and fed back into the cutting machine. As in most of the other calculations, the chances of a mistake become much smaller when the computer is allowed to handle the tedious chores.

Besides the drawing of structural plans for certain ships, the CASDAC people have begun using computers to facilitate the installation of a ship's wiring

Facing page: An actual computer readout of an arrangement of objects on an office floor (in this case the computers themselves) showing two different views. Left: Of course it is people and not machines that actually initiate ship design and construction. Skilled technicians use the computer essentially as an invaluable tool.

system. Take, for example, the installation of wiring for a missile launcher. The circuit that must be designed includes a radar screen which tracks the target, a computer that interprets the speed and direction of the target, and a launcher that receives the computer's directions as to when and where to fire. Between the computer and the radar, there is a lot of cross-referencing going on as the computer attempts to line up the movement of the target. As each change of calculation takes place, the same barrage of electrical impulses must be sent to the launcher.

By the time everything is put in order, you have a design involving hundreds of wires — this is an isolated example of only a small part of the ship's system. The engineer traces out the circuits on a huge and complicated design. But the electrician who must install this system is not going to carry this mural around with him. Even if he could, he would spend more time finding the wire in the design, than connecting it to the proper terminal. Before the use of computers, someone in the shipyard shop would receive the main circuit drawing and break it down to work assignments. Hours would be taken transposing the overall visual presentation of circuits into work assignments. A comparative situation would be that of a telephone company giving one of its supervisors a telephone book and asking that he begin installing phones of people listed in the book. The supervisor does not want to install phones alphabetically; he probably wants to give his men a certain number of blocks to cover and therefore needs a breakdown of the phone book by address and not name.

The electrician has the same concern. He too, wants to know what wires go at one particular point in the circuit. What CASDAC has done to aid him is have the designer number each terminal and wire, match the two, and then program the computer to remember this. Everything goes into the computer's memory — and can be called out in any number of ways.

If you were at the terminal box of the radar screen and wanted to know what wires go to what terminals, the proper computer could locate this specific information in its library and read it out to you in a workable form. It would be like asking the computer to give you all the listed addresses in the 1200 block of 16th street in northwest Washington, D.C. Once you had the table, you could go door to door and simply make the connections.

Once again, the ability of the computer to cross-reference and rearrange information is being exploited. Through CASDAC's efforts, installation of a wiring system can be taken from worksheets which come directly from the computer. The shop supervisor need only tell the computer where he would like to start, and it will give him the proper connections which must be made at that point.

But not too many people in the CASDAC offices get excited over readouts of numerical tables. Most eyes are on that oscilloscope where numerical values are computed graphically. Nothing irks an engineer more than a slow draftsman, and nothing delights him more than having a design appear as fast as he can calculate. The drama of the CASDAC computers lies in their graphic abilities. On certain projects, even the camera is given a run for its money.

One such project is the arrangement of instruments and furniture in the compartments of a ship. After all the essentials of ordnance, navigation, fire control and electricity have been listed, someone must sit down and figure out where all the equipment is supposed to be put. In spaces such as the pilothouse and the combat information center, arrangements are critical. Everything must be accessible, fields of vision must be optimized, and interferences eliminated — all before any facilities are built.

Until now, mock-up compartments of actual size were constructed. Full-scale wooden and cardboard furniture was shifted and observed and criticized and shifted again until all concerned parties were satisfied. Trying every possible arrangement was a time-consuming process. People either had to be brought to the mock-up site or sent photographs covering the major angles of the room — both impractical methods of trying to find the best setup.

With their ability to sketch out three-dimensional forms, the CASDAC computers may eliminate the scale model maker. When all of the volumes of the furniture or equipment to be placed in the room are fed into the computer, it can draw a picture of this room from any designated viewpoint. Give it the coordinates of your stance, your line of vision, and it will plot an actual picture that doesn't have the detail of a photograph, but retains the proper perspective.

Considering the stage of construction at which this is done, the advantages are phenomenal. Without even building a single appliance, the compartment's arrangement can be thoroughly evaluated by letting itself do the moving around. A designer could, of course, draw every desirable perspective, but the time saved by the computer makes it a far better alternative.

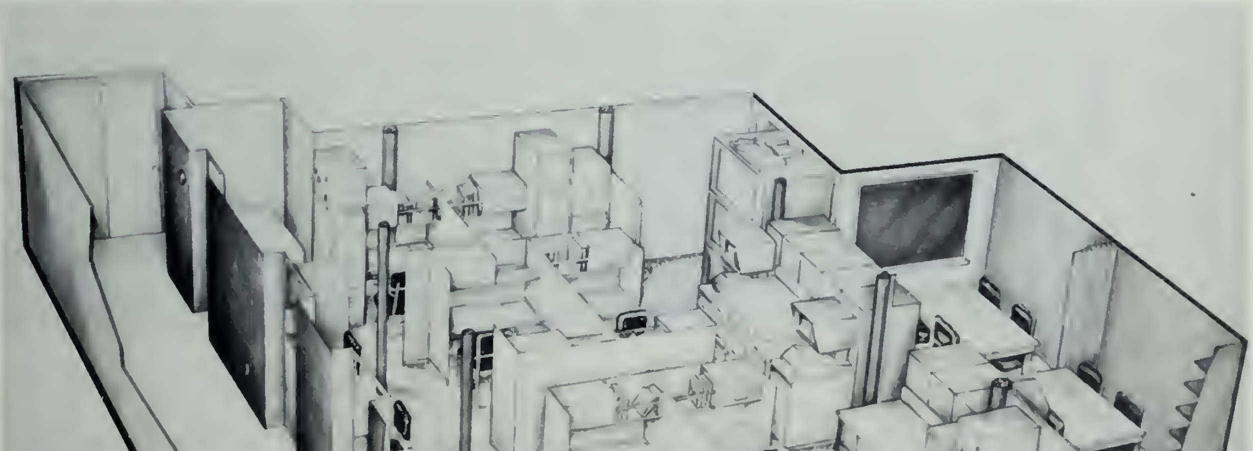
People in the field and fleet activities can be sent the concept of an office complex. Questions could be resolved by calling out other views, inserting different objects, extending doors or drawers, or rearranging completely — all done by the computer in minutes.

But the use of the computer to aid ship design and construction is still spotty, as any CASDAC official will admit. With money becoming more scarce and the demand for more complex and better ships increasing, however, shortcuts must be found.

And that is where the architects and engineers at CASDAC are right now — trying to figure out the correct programs for their expert mathematician, librarian and researcher. As computer memories go from mini to micro, the potential for storing and interpolating all the intricacies of a ship design is better than ever. On that CASDAC television, there are still more channels to be discovered.

—J03 Alan Shethar

Shown at left and below are recent innovations in habitability aboard modern Navy warships. From a practical standpoint CASDAC can transform cramped and inefficiently utilized ship's compartments to modern and well-planned spaces similar to the one below. On a more complex level, CASDAC can aid in the arranging of whole offices with furniture (bottom) taking into consideration bulkheads, power lines, ducts and pipes for maximum use of space.



ENVIRONMENTAL

The Navy Ecology Flag flies over the Naval Civil Engineering Laboratory since the center won the 1973 Secretary of the Navy Environment Protection Award.

Navymen care about their environment. That became even more obvious than it had been when the Secretary of the Navy recently handed out awards to USS *Dixon* (AS 37), NAS Cecil Field, Fla., and the Naval Civil Engineering Laboratory at Port Hueneme, Calif. These commands were selected as tops in environmental protection by a panel of experts made up of naval officers and representatives of the Department of Interior and the Environmental Protection Agency.

For the judges, the task of determining which shore installations and which ship would receive an award was difficult. Each of the entrants had much to recommend it and even those who were left out of the winners' circle deserve considerable credit for helping keep our planet livable.

As mentioned, USS *Dixon* was one of the winners and one reason for her success is readily apparent. The enlisted men and the officers on board were determined to preserve and protect the ecology of San Diego Bay where they were homeported. They did such a good job that they earned widespread praise both from community leaders and the press.

Preserving the environment requires a close watch on the disposal of the ship's chemical wastes. It means taking measures to provide for the separation of oil from water entering the bay and the minimizing of air pollution through blowing tubes. It also calls for care in the disposal of waste incident to everyday living.

The area of San Diego Bay has, since the beginning of ecology awareness, been a target project for improvement both by the San Diego community and the Navy. *Dixon*, recognizing that her own contribution would appreciably improve the bay's quality, took considerable precautions to prevent environmental pollution and specified that everyone on board maintain surveillance over the sources of pollution and waste. The standards used were those set by local, state, regional and/or federal environmental authorities. *Dixon*, in complying with these regulations, determined also to provide leadership in the environmental field.

Air pollution problems were held to a minimum because *Dixon's* boilers were recently equipped to use Navy distillate fuel. The conversion to a cleaner burning material occurred a few months earlier than planned when the ship's commanding officer learned the necessary pumps were available.

After the conversion, the need to blow soot off the ship's boiler tubes was reduced from twice a day to once a week except under certain conditions. To compound the benefits derived from this reduced schedule, tube blowing now usually takes place at times and at locations where air over land would be least affected. To further minimize air pollution, *Dixon* uses her incinerator only in an emergency. Her classified material is destroyed in a shoreside station mulcher.

Dixon men have been particularly vigilant to minimize the introduction of oil from their ship into the waters of San Diego Bay. They are helped by dual drainage systems in the ship's engine and fire rooms. One collects water leakage and drainage from areas in contact with or serving oil systems. The other carries fresh water to the waste water bilge pump for discharge overboard.

Vigilance is also the watchword when pumping bilges. This evolution requires permission from the engineering duty officer and the officer of the deck, with the duty BT/MM in charge of the pumping evolution. Pumping is done slowly and a watch at the discharge point can stop the flow if oily waste appears. If oil leakage is minimal, procedures call for separation of the oil from the water by using "sorbent" materials — that is soaking up the oil. The water that remains after the sorbing process is then sent over the side. If the oily contamination cannot be removed by using sorbents, it is pumped directly to an oil ring (popularly known as a donut) or to the contaminated oil stowage tank. When oil is pumped into the donut, periodic soundings and close observation minimize leakage.

All ships in the Navy are bound by rules which regulate the disposal of trash. *Dixon* goes a step further, however, by prohibiting anything from being thrown overboard while in port — even cigarette butts. She also dispatches boats to pick up any floating trash in her vicinity.

Like many commands, *Dixon* has an aluminum can recycling program in which such containers are collected, compacted and sent for recycling. Newspapers and cardboard are also collected in the recycling effort.

ENVIRONMENTAL AWARDS

N.A.S. CECIL FIELD
MANAGING OUR RESOURCES FOR TOMORROW
FORESTRY-SOIL-WATER-WILDLIFE

Right: Sign at the entrance to Cecil Field tells all passersby the ecology philosophy which helped win the award. Facing page, bottom: USS Dixon, winning ship in the ecology competition.

Dixon disposes of her sewage through a shoreside disposal system which went into operation six months ahead of schedule.

Dixon wasn't the only recipient of SecNav kudos. Farther up the California coast at Port Hueneme, the Naval Civil Engineering Laboratory (NCEL) was given the Environmental Protection Award for the Navy research and development laboratories.

The Naval Civil Engineering Laboratory, of course, worked on projects during the year other than those which could be classified as being environmentally beneficial. Nevertheless, the number of projects which do fall into that category is certainly impressive:

- Each year, an estimated 400 million gallons of oil are spilled in oceans, lakes and rivers. Although the Navy is responsible for only a small percentage of the total, NCEL, like the rest of the service, was preoccupied with preventing and remedying oil spills and finding the techniques, equipment and manpower to combat them. Such items were the subject of a laboratory survey and the information is being incorporated into a beach cleanup manual to serve as an authoritative guide for such projects in the future. This work is in its final stages.
- The lab worked on the standardization of oil boom hardware design which would increase efficiency and reduce costs.
- Advanced development was proposed for a comprehensive three-stage oily waste treatment system for the shore establishment. The system consists of a prescrubber for removing solids, large particles and floatable oils; a coalescing filter for removing suspended particulates and oil; and a carbon filter for removing emulsions and dissolving oils and toxic materials.
- NCEL made an operational evaluation of oil spill containment and removal equipment conducting operational tests on removal equipment. Two types of oil containment booms were tested, revealing the inadequacy of some commercial equipment now available. Sea tests on two oil removal devices were proposed.
- Harbor oil spill removal systems also came in for NCEL attention. a program was formulated to develop a complete oil spill cleanup system comprised of four subsystems: containment, removal, storage and transfer, and oil/water separation.

During the judging year, the research and development phase of a solid waste system was completed. This problem was subdivided into components, each of which had planned procedures and hardware. A prototype of this system is expected soon to be in operation.

Considerable attention was given by the laboratory to the problem of ship-to-shore sewage transfer and three alternatives systems have been selected: floating pipelines, underwater pipelines and a combination of both. Steps have been taken to hurry this project along.

Commercially produced field kits for measuring the oil content of separatory effluent were evaluated. NCEL is working on its own ideas. Also planned is an economical noise monitoring device for long-term trends without regard to sources of such noise.

Environmental initiatives were taken by NCEL through workshops, seminars, symposiums and tours. The lab hosted individuals and groups interested in ecology.

In addition to the projects mentioned above, NCEL's laboratory efforts translated several acceptable low-cost projects into hardware. For example: a low-cost device for measuring water discharge was designed and installed. The device was an improvement from the standpoints of portability, longevity and cost.

An NCEL oil suction head which can be built for less than $450 has been performing satisfactorily at 40 or so naval installations. This skimmer features an all-plastic suction head for simple, more reliable operation and low-cost maintenance. Lightweight construction makes the skimmer effective in both waves and on choppy surfaces. A portable hand-held and -operated oil skimmer was also developed and patented by an NCEL engineer.

NAS Cecil Field, Fla., third winner of SecNav's Environmental Protection Award, was helped along by a survey conducted by the Environmental Protection Data Base Group from the award-winning Port Hueneme Naval Civil Engineering Laboratory. This group gathered information which led to the identification of pollution sources engendered by Cecil Field's existence as an air station. As a result of the study, the local public works organization took the information and used it to update its procedures for environmental protection.

For example, noise, air and oil pollution ranked high on Cecil Field's roster of problems. For openers, in abating noise pollution, composite noise rating areas were determined to help identify the impact which the field's aircraft has on the local civilian community. The study resulted in still better coordination between the station and the area planning and zoning boards as well as stepped-up acquisition of buffer lands between station boundaries and the civilian community.

Pollution of the air by jet aircraft was fortunately held to a minimum by nature herself. Temperature inversions over the area are rare and there usually is sufficient wind to disperse jet emissions. Some contamination from jets is unavoidable at the present time but something could be done about smoke pollution. Cecil Field converted all its power and heat generators to burn natural gas. Emission standards were then easily met as specified in regulations.

The forestry program at Cecil Field was initially guided by a 10-year plan which was established in 1962; a new 10-year plan has been developed and went into effect last July. During the first decade, overall appearance and environment have improved considerably at Cecil, thanks to expenditures of up to $96,000 for each year. The next 10-year period can be expected to produce results just as satisfactory.

Resource conservation at Cecil Field includes a wealth of streams, lakes, marshes and game refuges which are currently being managed under a separate five-year plan which was begun in August 1970. During this period, man-made lakes have been improved by Navymen stationed at Cecil; scouting camps, too, have been developed. Regulated hunting and fishing are permitted but fish and wildlife resources are monitored to prevent the population of any species departing desirable levels.

All these accomplishments have been brought about by formal regulation which reflects favorably on administration and concern of those in charge at Cecil Field, the Naval Civil Engineering Laboratory and USS *Dixon*. But success is not achieved exclusively through administrative efforts. The SecNav kudos are shared by every man and woman who participated in the programs aboard *Dixon*, NAS Cecil Field and the Naval Civil Engineering Laboratory at Port Hueneme. Credit must also go to the many other men and women in the Navy whose commands, although not in the winners' circle, care about their environment and work to improve it. — **Bob Neil**

MEDAL OF HONOR

The Medal of Honor is the highest award for bravery given to an individual in the United States. It is awarded in the name of the Congress and for this reason sometimes it's referred to as the Congressional Medal of Honor. Presentation is made by the President or an official appointed by him.

Each of the military services has its distinct Medal of Honor, and each establishes its own regulations - all along very similar lines - in judging those who shall receive it. The Naval Medal of Honor is currently awarded to a member of the naval service who ". . . distinguishes himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty while engaged in an action against an enemy of the United States; engaged in military operations involving conflict with an opposing foreign force; or while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party."

A deed must be proved by incontestable evidence of at least two eyewitnesses; it must be so outstanding that it clearly distinguishes the recipient's gallantry beyond the call of duty from lesser forms of bravery; it must involve the risk of his life; and it must be the type of deed which, if he had not accomplished it, would not subject him to any justified criticism (therefore the phrase, "beyond the call of duty").

The Navy Medal of Honor was born during the Civil War as the first military decoration formally authorized by the American Government (the "purple heart" badge was established in the Revolutionary War by George Washington, not the government) as a badge of valor for enlisted men of the Navy and Marine Corps. It was authorized by Congress and approved by President Abraham Lincoln on 21 Dec 1861; the act was amended on 3 Mar 1915 to include officers. The Army Medal of Honor for enlisted men was authorized on 12 Jul 1862 and amended on 3 Mar 1863 to include officers.

Before World War I the Navy Medal of Honor could be, and has been, awarded to noncombatants. On rare occasions Congress has awarded a Medal of Honor for special exploits in peacetime — Captain Charles A. Lindbergh, for example, was awarded one for his nonstop flight from New York to Paris in 1927. On several occasions double awards of the medal have been made and in five cases there were awards of the Navy and Army Medal of Honor for the same action. General Douglas MacArthur and his father, General Arthur MacArthur, are the only father-son combination to win the medal; the father won his in the Civil War, the son during World War I.

The Navy Medal of Honor is made of bronze, suspended by an anchor from a bright blue ribbon and is worn about the neck. The ribbon is spangled with a cluster of 13 white stars representing the original States; on the small ribbon, usually worn on the breast with other award ribbons, the stars form the letter "M". Each ray of the five-pointed star of the medal itself contains sprays of laurel and oak, tipped with a trefoil. Standing in bas-relief, circled by 34 stars representing the 34 States in 1861, is Minerva, who personifies the Union. She holds in her left hand the fasces, an ax bound in staves of wood, which is the ancient Roman symbol of authority. With the shield in her right hand, she repulses serpents held by a crouching figure of Discord. Reverse of the medal is blank, allowing for engraving of the recipient's name and the date and place of his deed.

—J01 Tom Jansing

Beyond the Call of Duty

In a desperate struggle to save his critically wounded officer in charge and his patrol — without regard to his own safety — Engineman 1st Class Michael E. Thornton, USN, displayed conspicuous gallantry above and beyond the call of duty. For his heroic deeds he became the 11th Navyman whose action in Vietnam won for him the Medal of Honor.

Here's an account of his valor:

On 31 Oct 1972 (then) EN2 Thornton and Lieutenant Thomas R. Norris, USNR, while assigned to the Naval Advisory Unit, Cat Lai, were assisting a three-man Vietnamese SEAL Team. In the predawn darkness, the five men set out in a rubber boat from a Vietnamese Navy junk. Their mission: gather intelligence and capture prisoners in the vicinity of the NVA-occupied Cua Viet Naval River Base, Quang Tri Province.

At about 0400 they landed on a sandy, dune-surrounded beach and began moving inland. For two hours they silently patrolled towards their objective. Things were going well so far — they had landed easily, were making good progress and were still undetected. Shortly after dawn the first hitch came — the team was notified by radio that they had been put ashore too far north of the intended landing spot. No one knew exactly where they were, and without an accurate position fix, it would be impossible to get gunfire support from the junk if they ran into trouble. They immediately headed back towards the beach to estalish contact with the junk.

As they reached the sand dunes two enemy soldiers spotted them. A skirmish broke out and 10 more NVAs with automatic weapons immediately joined the fight. Remaining calm under the increasing fire, Thornton assisted in setting up a defense perimeter while LT Norris attempted to pinpoint their location and call for naval gunfire support. Within minutes most of the 10 attackers were killed or wounded; however, 40

EN1 Michael E. Thornton

to 60 more enemy soldiers were seen beyond the dunes beginning to encircle them.

During the fierce 45-minute automatic-weapon and hand grenade fight, LT Norris directed naval gunfire while Thornton continued to bolster the patrol with words of assurance, all the while delivering accurate fire at the enemy. In spite of the outnumbered patrol's valiant efforts and the pounding naval gunfire, the enemy managed to move within 25 yards of their position. The patrol was beginning to take on casualties — a grenade wounded Thornton in the legs; one Vietnamese SEAL was hit in the hip — it was time to get out. LT Norris recommended a leapfrog withdrawal to the sea where they could swim to safety.

Thornton and two of the patrol retreated 125 yards to the last dune before the open beach while LT Norris and the remaining member of the team covered their withdrawal. Minutes later LT Norris's partner reached Thornton and reported that the lieutenant had been killed while trying to fire his last M-72 rocket. In spite of his wounds, the closeness of the enemy and the belief that the lieutenant was dead, Thornton refused to leave his officer in charge behind. Sprinting back through the enemy fire he found him still alive, though unconscious, with a serious head wound. Quickly killing two NVAs who were about to overrun the position Thornton slung LT Norris over his shoulder and once more dashed through the hail of enemy fire to the last dune.

The NVAs, believing they now had the small force cornered on the beach, stormed the position. Returning fire, the exhausted SEAL retreated across the 250 yards of open beach to the sea, Thornton running and crawling with LT Norris on his back. With almost superhuman strength, Thornton, fully clothed and with field gear on, towed LT Norris, also fully clothed, through the pounding four-foot surf, to sea and safety.

Once out of enemy range, Thornton put a UDT life jacket on LT Norris, administered first aid and towed him farther to sea. Two hours later, at 1130, the support junk picked up the five men and transported them to USS *Newport News* for medical treatment and MEDEVAC.

Petty Officer Thornton's heroism, exceptional endurance, and devotion to duty, while outnumbered, encircled by the enemy and separated from friendly support or relief were directly responsible for the saving of LT Norris's life and the safe extraction of the remaining members of the patrol. He also assisted in killing and wounding a large number of aggressive and well armed enemy in an area the enemy thought was completely under its control.

Engineman 1st Class Michael E. Thornton, USN — one of 11 extraordinary men to win the Navy Medal of Honor for action in Vietnam. The stories of the other 10 are told in the following pages.

Lieutenant (jg) Joseph R. Kerrey, USNR (Ret)

On 14 Mar 1969, Lieutenant (jg) Kerry led a SEAL team on a mission to capture important enemy political leaders on an island in the bay of Nha Trang.

In order to surprise the enemy, he and his team scaled a 350-foot cliff to get above the ledge where they were camped. LTJG Kerrey then split his men into two elements and led one in the treacherous descent to the enemy's camp. As they neared bottom

LTJG Joseph R. Kerrey

they were spotted and came under intense fire. A grenade exploded near LTJG Kerrey's feet, threw him backward onto the rocks and seriously injured him.

Although bleeding profusely and suffering great pain, he immediately directed fire into the heart of the enemy camp, called in the second element's support which caught the confused Viet Cong in a devastating crossfire and suppressed their fire.

Although immobilized by his multiple wounds, LTJG Kerrey continued to maintain calm, superlative control as he ordered his team to secure and defend an extraction site. He resolutely directed his men, despite his near-unconscious state, until he was eventually evacuated by helicopter.

The havoc brought to the enemy by this very successful mission and the critical information obtained from the captured enemy were extremely helpful to the allied effort.

Lieutenant Commander Thomas G. Kelley, USN

On the afternoon of 15 Jun 1969, while serving as Commander River Assault Division 152, (then) Lieutenant Kelley was in charge of eight river assault craft which were taking a company of U.S. Army infantry from the east bank of the Ong Muong Canal in Kien Hoa Province. Suddenly, Viet Cong forces opened fire from the opposite bank of the canal and, at the same time, a loading ramp on an armored troop carrier failed. LT Kelley immediately ordered his boats to form a protective cordon around the disabled vehicle while the ramp was being raised manually.

Realizing the danger to his column and its inability to clear the ambush site until the vehicle was repaired, he boldly moved his own boat to the exposed side of the protective cordon, in direct line of the enemy's fire, and started shooting. Minutes later, an enemy rocket hit his boat, penetrated the thick armor plate and exploded, spraying shrapnel in all directions. LT Kelley was hurled to the deck with head wounds.

Although unable to move from the deck or to speak clearly into the radio, he continued to direct the other boats by relaying commands through one of his men until the enemy attack was silenced and the boats were able to move to safety.

LT Kelley's brilliant leadership, bold initiative and resolute determination served to inspire his men and provide the impetus needed to carry out the mission after he was medically evacuated by helicopter.

Hospital Corpsman 2nd Class David R. Ray, USN

Petty Officer Ray was serving with a Marine battery near An Hoa, Quang Nam Province, when, early on the morning of 19 Mar 1969, an enemy battalion attacked their position with rockets and mortars, broke through the battery's perimeter and caused numerous casualties.

Undaunted by the intense hostile fire, Ray moved from parapet to parapet treating the wounded. When he was hit and seriously wounded, he refused medical aid and continued his lifesaving efforts. As he treated a wounded Marine he was attacked by two enemy soldiers and, in spite of his own wounds, killed one and wounded the other in hand-to-hand combat.

Rapidly losing his strength, Ray managed to move through the hail of enemy fire to other casualties, but was once again threatened by enemy troops. Despite the grave personal danger and insurmountable odds, he succeeded in treating the wounded and holding off the enemy until he ran out of ammunition.

Ray's final act of heroism was to throw himself upon the Marine he was treating when a grenade exploded. He saved the man's life at the cost of his own.

LCDR Thomas G. Kelley

HM2 David R. Ray

Hospital Corpsman 3rd Class Wayne M. Caron, USN

Petty Officer Caron was serving with a Marine company on 28 Jul 1968 during a sweep through an open rice field in Quang Nam Province. The unit started receiving enemy small-arms fire and, seeing two Marines fall, Caron ran forward to give first aid but found that they were dead.

As enemy fire intensified, casualties began to mount. Moving to aid his wounded comrades, Caron was hit in the arm and knocked to the ground, but he regained his feet and continued to render medical assistance. As he ran toward another wounded Marine he was again hit, this time in the leg; nonetheless, he crawled the remaining distance and gave the man treatment. As he started to make his way to yet another injured man he was once more struck by enemy fire. Courageously, with unbelievable determination, Caron continued his attempt to reach the Marine until he was killed by an enemy rocket.

Hospital Corpsman 2nd Class Donald E. Ballard, USN

Petty Officer (then HM3) Ballard was serving with a Marine company which was moving to join the rest of the battalion in Quang Tri Province on the afternoon of 16 May 1968 when it was ambushed by a North Vietnamese Army unit and sustained numerous casualties.

Seeing a wounded Marine, Ballard unhesitatingly moved across the fire-swept field to the injured man and rendered medical assistance. He then directed four Marines to carry the man to a safe position but, as they prepared to move him, an enemy soldier suddenly appeared, hurled a hand grenade which landed near the small group, and started firing at them. Instantly shouting a warning to the Marines, Ballard fearlessly threw himself upon the grenade to protect his comrades from the deadly blast. When it failed to detonate, he calmly arose and resolutely continued treating casualties.

Ballard's heroic actions and selfless concern for the welfare of his companions served to inspire all who saw him and helped prevent possible injury or death to many of them.

Lieutenant Vincent R. Capodanno, ChC, USNR

Lieutenant Capodanno was serving as chaplain of a Marine Battalion in Quang Tin Province on 4 Sep 1967 when he learned that one of his companies was in danger of being overrun by a massed enemy assault.

Leaving the relative safety of the command post, LT Capadanno ran through an open area raked with fire, directly to the beleaguered platoon. Disregarding the intense enemy small-arms, automatic-weapons and mortar fire, he moved about the battlefield administering the last rites and giving medical aid.

When a mortar round inflicted painful wounds to his own arms and legs and severed a portion of his right hand, he refused all medical aid. Instead LT Capodanno directed the corpsmen to help their wounded comrades and, with calm vigor, moved about the field giving encouragement to his men.

Seeing a wounded corpsman in the direct line of fire of an enemy machine gunner, he rushed forward in a daring attempt to assist the mortally wounded corpsman, but, only inches from his goal, was himself struck down.

A detailed account of his heroic action was reported in the May 1969 issue of ALL HANDS.

Seaman David G. Ouellet, USN

Seaman Ouellet was serving with River Section 532 on the Mekong River as forward machine gunner on

HM3 Wayne M. Caron

HM2 Donald E. Ballard

River Patrol Boat (PBR) 124.

While on patrol in the early evening of 6 Mar 1967, Ouellet saw suspicious activity near the river bank. He alerted his boat captain and recommended he move the boat closer to investigate. While the PBR was making a high-speed run along the river bank, Ouellet spotted an enemy grenade falling toward the boat. He immediately left the protection of his gun mount and ran aft shouting to his mates to take cover. Seeing the boat captain standing unprotected, Ouellet bounded across the boat, pushing him to safety.

In the face of certain death, Ouellet fearlessly placed himself between the deadly grenade explosion and his shipmates, courageously absorbing most of the blast fragments with his own body in order to protect his shipmates from injury and death.

For a full account on Seaman Ouellet, see the April 1968 issue of ALL HANDS.

Boatswain's Mate 1st Class James E. Williams, USNFR

Petty Officer Williams was serving with River Section 531 on the Mekong River as boat captain aboard River Patrol Boat (PBR) 105. On 31 Oct 1966 he and one other boat were taken under fire by two enemy sampans. As patrol officer, Williams immediately ordered the fire returned, killing the crew of one enemy boat and causing the other to take refuge in a nearby river inlet. Pursuing the fleeing sampan, the U.S. patrol was taken under heavy fire from enemy forces in well-concealed positions along the river bank. Manuevering through this fire, the patrol suddenly confronted two enemy junks and eight sampans.

In the savage battle that followed, Williams, with utter disregard for his own safety, exposed himself to the hail of enemy fire to direct counterfire and inspired his patrol. Recognizing the overwhelming strength of the enemy, Williams pulled back his boats to await the arrival of armed helicopters. While retreating he discovered an even larger concentration of enemy boats. Not waiting for the arrival of the helos, Williams boldly led the patrol through the intense enemy fire and damaged or destroyed 50 enemy sampans and seven junks.

He then directed the arriving helos' attack on the remaining enemy force.

With darkness now upon them, Williams ordered the patrol boats' searchlights turned on, knowing that his boats would become even better targets, and

BM1 James E. Williams

LT Vincent R. Capodanno

SN David G. Ouellet

moved the patrol perilously close to shore to press the attack. Despite a waning supply of ammunition, the patrol engaged the enemy ashore and completed the rout.

Petty Officer Williams' story was featured in the June 1968 issue of ALL HANDS.

Under Williams' leadership, unusual professional skill and indomitable courage throughout the three hours of battle, the patrol accounted for the destruction or loss of 65 enemy boats and inflicted numerous casualties on the enemy.

LTJG Clyde E. Lassen

CM3 Marvin G. Shields

Lieutenant Clyde E. Lassen, USN

While serving as pilot and aircraft commander of a search and rescue helicopter embarked in USS *Preble* (DLG 15), (then) Lieutenant (jg) Lassen took off shortly after midnight on 19 Jun 1968 to attempt the rescue of his aviators.

LTJG Lassen skillfully piloted his aircraft over unknown and hostile terrain to a steep, tree-covered hill on which the survivors had been located. Although enemy fire was being directed at the helo, he landed in a clear area near the base of the hill but, due to dense undergrowth, the survivors could not reach the helo.

With the aid of flare illumination LTJG Lassen then hovered between two trees at the survivors' position. Illumination was abruptly lost as the last of the flares went out; the helo collided with a tree and started to go down. Expertly righting the craft, and maneuvering clear, LTJG Lassen remained in the area and encouraged the downed aviators while awaiting resumption of flare illumination.

With his fuel dangerously low, enemy fire all around and his aircraft badly damaged, he tried another illuminated rescue attempt. Once more the flares went out and he had to pull up. Finally, fully aware of the dangers, LTJG Lassen turned on his landing lights, and landed to pick up the survivors.

En route to the coast, LTJG Lassen successfully evaded hostile antiaircraft fire and, with fuel for only five minutes landed safely aboard USS *Jouett* (DLG-29). (A detailed account of LT Lassen's exploit is contained in the April 1969 issue of ALL HANDS.

Construction Mechanic 3rd Class Marvin G. Shields, USN

Petty Officer Shields was serving with Seabee Team 1104 at Dong Xoai on 10 Jun 1965 when his detachment was attacked by a Viet Cong regiment.

Although wounded in the fighting, Shields continued to resupply his comrades with ammunition and return fire. After three hours of skirmishing, the Viet Cong launched a massive attack with flame throwers, grenades and small arms. Wounded a second time, Shields continued to assist in carrying a more critically wounded man to safety, and then resumed firing at the enemy for four more hours.

When his commander asked for a volunteer to accompany him in an attempt to knock out an enemy machine-gun emplacement, Shields unhesitatingly volunteered for the extremely hazardous mission. Using a 3.5-inch rocket launcher, they succeeded in destroying the emplacement, thus undoubtedly saving the lives of many of their fellow servicemen in the compound.

Shields was mortally wounded while returning to his defensive position.

A detailed report of the extraordinary heroism of Shields is contained in the February 1967 issue of ALL HANDS.

—T.J.

NAVY CROSS

The Navy Cross, second only to the Medal of Honor, is awarded for extraordinary heroism in military operations against an armed enemy. Its origin itself is rooted in the Medal of Honor, and to trace the history of the Navy Cross and other awards, it is natural to begin there.

The original Navy Medal of Honor was authorized early in the Civil War on 21 Dec 1862. From the Civil War through World War I, it was the only military decoration given for heroism and, as such, it was awarded for *all* acts of extraordinary heroism or service. Not all of the examples of courage or service for which it was given were of the same extraordinary caliber to merit what we recognize as the Medal of Honor today. At the same time, these heroic acts certainly deserved appropriate recognition.

To give this recognition, and to protect the meaning and value of the Medal of Honor and other high awards, a "Pyramid of Honor" was conceived. The idea is that decorations are arranged in descending order; the Medal of Honor is at the top followed by the Navy Cross, the highest, supreme awards — with distribution limited to the few who meet the most severe tests. Between the base and the apex of this pyramid are all other awards, distributed according to their quality of heroism of their relative importance and difficulty of achievement.

The Navy's pyramid got started on 4 Feb 1919, when Congress approved a new Navy Medal of Honor. It was awarded for distinguished gallantry and intrepidity at the risk of life above and beyond the call of duty in action involving actual conflict. The old Medal of Honor was retained for noncombat service. Initially the act established the Navy Distinguished Service Medal and the Navy Cross, the latter being awarded for combat heroism and *other distinguished service*. A number of Navy Crosses were awarded in World War I for heroism in noncombat rescue and salvage operations in submarine disasters. Note that, at this time, the Navy Cross was third in precedence on the merit list.

On 7 Jul 1942, Congress amended the 1919 act and restored the dual status of the old Medal of Honor, thereby authorizing its award for both combat and noncombat service (On 25 Jul 1963 it was restored to a combat-only award). This same act reversed the relative positions of the Distinguished Service Medal and the Navy Cross, thus making the Navy Cross second in the "Pyramid of Honor." The act also removed the "other distinguished service" clause and stipulated that the Navy Cross is to be awarded for extraordinary heroism in *military operations against an armed enemy* only. The 1942 amendment remains the basis for awarding the Navy Cross today.

How extraordinary must this act of heroism be to win the Navy Cross? The following story, concerning just one of the 115 Navy Crosses awarded for action in Vietnam is an illustration.

THE NAVY CROSS: A SAMPLING

AN ACT OF HEROISM

"An extraordinary act of heroism," for which AMH2 Norman B. Stayton, a native of Redland, Calif., was awarded the country's second highest award, the Navy Cross, is a simple but meaningful description.

Petty Officer (then Airman) Stayton was in Vietnam flying as second gunner with Heliocopter and Attack (Light) Squadron Three. On 26 Mar 1971, his helo was escorting five U. S. Army boats loaded with jet fuel and ammunition through the Can Gao Canal in Kien Gian Province.

It was a routine job, and quiet that day. As the helo made its oval pattern around the LCMs a little past noon, it was suddenly jolted by a shattering explosion. One of the boats had struck a mine and, almost simultaneously, was hit by two enemy rockets. Flaming jet fuel immediately spread over the canal's surface as the boat's 9000-gallon cargo violently erupted. Heavy machine gun and small arms fire poured into the boats from both sides of the canal. The quiet, routine convoy had sailed into a bloody ambush.

Stayton's helo counterattacked with rockets and machine gunfire, then made a low pass up the canal searching for survivors. A wounded U. S. soldier was spotted crawling ashore 75 feet upwind of the burning boat. With confusion on the ground and poor radio communications, none of the other boats could be directed in to pick him up. The helo crew had to go in to save him.

The pilot brought the ship down, but dense foliage and steep banks along the canal prevented a landing and he was forced to hover over the middle of the canal exposed to enemy fire. Without hesitation, Stayton jumped unarmed into the water and began swimming the 30 feet to shore with a life preserver for the soldier. Almost immediately Stayton himself took a hit in the leg.

Disregarding his own pain, he reached the soldier, who was burned over a large portion of his body and suffering from severe shock. Stayton got the life preserver on him and began carrying him to the shoreline. While he struggled, his valiant effort was almost cut short—an enemy soldier was lining him up in his sights; but, before he got the shot off, he was killed by a shot from friendly forces across the canal. Oblivious to this, Stayton carried on and finally got his man to the water and into a sampan.

His ordeal was far from ended. Shielding the victim with his own body while getting himself and the soldier into a small sampan, Stayton began paddling furiously for the helo. As he came near, the rotor backwash and current pushed the little craft back toward shore. Five times his desperate attempts to reach the helo were thwarted. On the sixth try he finally managed to grab the helo's skid. Hanging on with one arm and holding the sampan steady with his legs, he braced up the semiconscious man. Another helo crewman climbed out on the skid and tried to reach the man, but couldn't. He hooked a gunner's belt over the nose of the skid and Stayton tried to fasten it around the soldier, but it came loose and fell into the water. The pilot worked the helo lower and the crewman managed to grab the soldier's arm. He almost had him into the helo when the man's burned skin pulled off and he fell back into the sampan, capsizing it. The Mae West kept him afloat face up as he was carried away, while Stayton, hanging onto the boat, drifted ashore near a motorized sampan.

Some 30 minutes had passed since Stayton jumped from the helo. All this time he was subject to hostile fire. He was near exhaustion, in pain and losing blood—but he refused to give up.

Seeing that the helo's backwash had slowed the man's drift, Stayton set out after him once more. He got the sampan's motor started. Half a minute later it sputtered to a stop—no gas—so he started paddling, but catching the man looked impossible now. As he bent to his work, he saw an LCM coming up the canal taking fire from all sides and returning it on everything in sight with a .50-caliber machine gun. Stayton stood up in the sampan in the middle of a steady crossfire and waving and shouting he pointed to direct the boat's attention to the survivor. The friendly boat spotted Stayton and was about to take him under fire, when the crew realized he was an ally. He swam to the boat, directed the rescuers to the drifting soldier and helped pull him aboard. A casualty himself, Stayton refused treatment, but continued to give encouragement and moral support to the rescued soldier.

The two men were taken from the hot area to another helo which was able to land along the canal bank. Stayton helped carry the soldier through a waist-deep swamp and together they were flown to Kien An for medical aid.

"By his valiant and persevering efforts in the face of intense enemy fire," reads his award citation, "Petty Officer Stayton was directly instrumental in the rescue of a seriously wounded fellow serviceman. His heroic actions were in keeping with the highest traditions of the United States Naval Service."

AMH2 Norman Stayton—a hero; an extraordinary man.

—JO1 Tom Jansing

Facing page: VADM Robert B. Baldwin, COMNAVAIRPAC, presents the Navy Cross to AMH 2 Norman B. Stayton. Above: In action similar to that in which AMH 2 Stayton earned his Navy Cross, helicopters provide aerial protection for U.S. inshore patrol craft in Vietnam.

Ship-to-Shore for "Deprived" Ratings:

FLEET MAINTENANCE ASSISTANCE GROUP

No listing of naval terminology will tell you the meaning of "deprived rating," but it's synonymous with ships and people. A "deprived rating" is one which spends a lot of time at sea as against a little time on shore duty.

Nor does in-port time bring relief to these people. Charged with the material readiness of a ship, these are the ones who must keep the steam up and the generators going while others get as much time at home or away from ship as possible. For these ratings, three- and four-section duty is the norm.

Then, there's the problem of what to do with "deprived ratings" once they do get off a ship and onto shore duty. Though their cycle can run as high as six years at sea to one ashore, their rates can be the reason, too, why they end up in special services or on a station's master-at-arms force, marking time, instead of being in shops where they can continue working in their field, usually boiler work or hull and machinery upkeep and repair.

With this as a living pattern, it's not surprising that retention has been a problem. Even the most conscientious and hard-working sailors are heard to say, "Why me? Even when I do get ashore, I end up in a job where I lose two years of experience and OJT."

The creation, in the Atlantic and Pacific, of the Navy's new Fleet Maintenance Assistance Group (FMAG) program is an effort to eliminate those questions of "why me."

The FMAG program is three-pronged:

- Get the deprived ratings ashore, on time, for a stabilized tour;
- Put them in an eight-hour-a-day environment designed to beef up the skills they already have and add new ones to their inventory; and
- Provide direct intermediate maintenance support to fleet units with teams of shore-based technicians, many of whom may go on board those same ships for duty after their FMAG tour.

The goal of FMAG is to improve retention of skilled and experienced petty officers throughout deprived ratings and to promote increased fleet material readiness, in that order. This is being accomplished by shortening sea tours and, at the same time, providing professional assistance to those still at sea. Additionally, FMAG provides a shore duty billet in which a sailor can work within his own rating, rather than sacrifice two years of experience and training which can be invaluable at advancement time.

The existence of a pool of specific ratings within a shore-based organization provides a multifaceted feedback of benefits to the individuals and to the Navy. These groups now exist in several ports on both coasts. They justify their own existence by easing the workloads of their own ratings aboard ships throughout the Atlantic and Pacific fleets. They work within their own shops, or go to the ship if the job calls for it. Their efforts free ship's force manpower to devote their time to essential preventative maintenance and correction of extensive common defiencies.

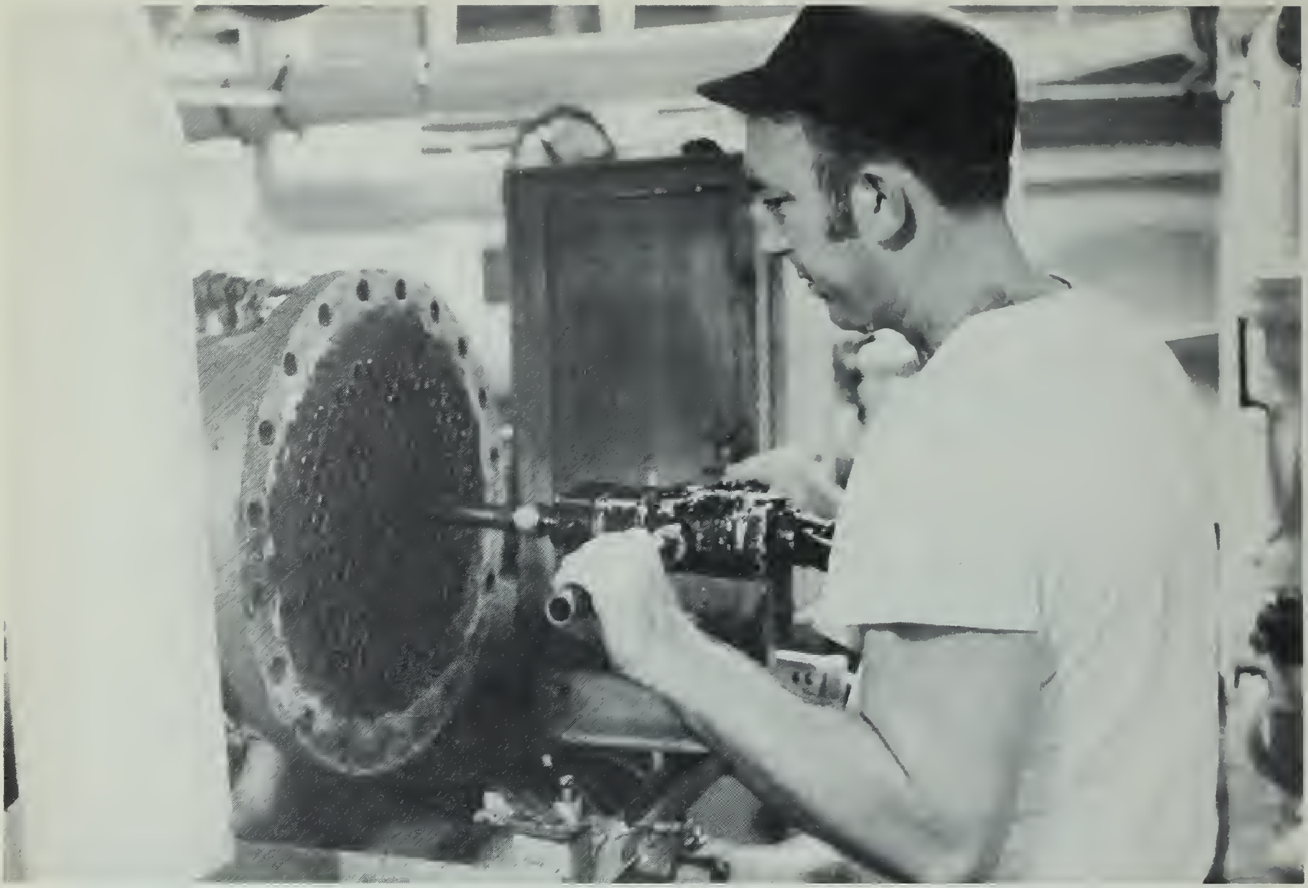
The creation of FMAGs has met with a number of problems. "In any new program, all concerned are going to experience some growing pains," says Rear Admiral W. C. Barnes, Atlantic Fleet Maintenance Officer.

Ideas that looked good on paper didn't always work out in practice. "We've made some mistakes in the past year," said Admiral Barnes, "but I think we have had pretty good rapport between the people in the program and management. We're identifying the mistakes and taking corrective action.

"We want to break down the communication gap which always exists in a structure as complicated as the Navy, but particularly when you have a new and different program involved. The message needs to get out to the people as to what the program is all about, what the people are supposed to do, and, the benefits derived both for themselves and for the fleet."

Fleet Maintenance Assistance Group Pacific concept closely parallels the San Diego-based Development and Training Center (DATC), which began at the naval station in 1967. According to LCDR Bruce Gordon, Pacific Fleet FMAG project manager, this

Facing page: Self-Help at the Norfolk D. & S. Piers got this sailor to work ashore. Below: MMCM "Pat" Patterson coordinates FMAG work requests from various ships by using a bicycle for transportation.



organization is being set up in Pearl Harbor and Alameda, as well as in San Diego.

"We have a June 1974 deadline for being in full operation with both men and equipment at all three sites," he says.

Traditionally, it is the men in the deprived ratings who have the least free time in port. A post-deployment standdown usually means increased liberty for the crew. For the deprived ratings, however, leave and liberty are, and must be, dependent upon the material readiness of the ship.

Even here FMAG can assist; they respond to calls for help. Whether the job is small or large, easy or tough, FMAG has the people and knowledge to handle it. However, FMAGs are not merely a pool of available manpower, but rather a source of professionals, ready to offer their expertise when requested.

Management of DATC/FMAG has come up with a profile of the average sailor coming to them from the fleet. He is an E-6 with just a little more than 10 years of service. He has had 5.3 years of consecutive sea duty, is 30 years old, with 10 years of formal education, along with 28 weeks of naval schooling.

When a man arrives for duty with a FMAG, his first step is an interview with his rate training

Facing page top: BT1 C. Seals retubes a refrigeration unit aboard USS Butte. He concludes that FMAG duty is demanding but rewarding. Facing page bottom: EM2 R.B. Olaya enjoys the FMAG benefit of not having to live aboard the ship he works on. Left: RADM W.C. Barnes, Fleet Maintenance Officer for the Atlantic Fleet, is emphatic in his support of the FMAG concept.

evaluator, a chief petty officer in the same or a closely related field. The evaluator's function is similar to a civilian school counselor, except that he is serving his tour ashore just like the sailors he interviews. This first interview is generally short, a description of the program and a chance for the man to ask questions or air any problems he might need to clear up before getting on with his shore duty.

After the initial interview, it generally takes a little more than a month to complete the mandatory Navy-wide general military training courses and seminars. With the indoctrination out of the way, including his first stint at FMAG watchstanding, the man again meets with his evaluator and the two map out a program of schools and on-the-job training which should carry him through the remainder of his time.

When it's all over and the sailor is ready to return to sea, he will have had whatever formal training he needed and enough on-the-job training in major repair work to boost his confidence. Reaction from sailors assigned to the DATC/FMAG programs is positive:

HT1 Frank Smith has six months to go on his tour, where he's sharpened his skills as a high-pressure welder. "It's a man's own fault if he can't get something out of this place," he said.

A second tour man, GMG1 Dale Irwin, maintains the San Diego DATC/FMAG program ". . . is the best rate training you can find anywhere." Irwin reported for his second tour about a month ago.

Building the FMAG manning level is seen by Captain John La Cava, commanding officer of both Fleet Maintenance Assistance Group Pacific and the Development and Training Center in San Diego, as a step toward solving what he calls a "moral and ethical matter."

As the captain sees it, "Aside from the practical matters of seriously low retention rates, we have the moral and ethical matter of having asked too much, for too long, from our Navymen and their families without giving them enough in return. The Navy is coming closer to solving this now. Admiral Zumwalt is aiming at instituting a firm three-year sea-tour rotation. For our part, success of this plan depends on the success of FMAG."

—Story by JOC Warren Grass and
JOC Tom Streeter
—Photos by PHC Bill Hamilton and
JOC Warren Grass

FLEET WEAPONS ENGINEERING DEPARTMENT (FWED):

WEAPONS TROUBLESHOOTERS

If you are on an aircraft carrier somewhere in the middle of the Pacific and something major goes wrong with one of the weapon systems, expert assistance is usually too far away. Most ships do not have a weapons specialist who can accurately troubleshoot for a defect in a target or missile system.

Instead, help must be sent from the Fleet Weapons Engineering Department.

Headquartered in Point Mugu, Calif., FWED has as the core of its organization some 70 Navy Civilian Technical Specialists (NCTS) who are stationed at major aviation commands throughout the United States and overseas. These highly skilled consultants are always on call to go anywhere and give advice, instruction, or training in either the operation, installation, or maintenance of weapons used by the U. S. naval forces.

Most of the specialists from the FWED are former Navy or Marine Corps veterans, each having an average of 15 years' experience with various weapon systems. Their knowledge covers four main areas: air-to-air missiles, air-to-surface missiles, conventional ordinance, and target systems. Each man specializes in one of these fields. Those in the missile field, for instance, must learn two or three systems inside and out.

The Navy Civilian Technical Specialists are the field service division of FWED. Their complement is the engineering department which has most of its people at Point Mugu. The engineers for FWED act as overseers of the weapons and targets that are used by the Fleet. The weapons systems' safety, effectiveness and maintenance requirements are thoroughly reviewed for suitability by these engineers.

After a technical specialist locates and corrects a problem at a particular command, his work is not complete. All his findings and solutions are reported back to the engineering department at Point Mugu where they are compiled with other reports and then analyzed for possible trends in breakdowns. If updated training is necessary, the specialists return to Point Mugu for instruction from the engineering people.

The men in the field division have made some rough "house calls." For example, when a Marine unit in Southeast Asia was experiencing a high failure rate of flares, NCTS Vern Herrem was assigned to see what could be done. To find out what was going wrong, the used flares had to be retrieved. This meant several trips into hostile jungle in search of the faulty type — but it paid off. A close inspection of one of these flares showed that moisture had caused the misfire. The cause of this moisture was later traced back to the packing containers that had been eaten away by termites during storage.

The success of the Fleet Weapons Department lies in its network of specialists who have traveled over a half a million miles to bring "Service to the Fleet." For those who must worry about weapon systems, FWED is probably one of the most extensive service stations around.

Facing page: Navy civilian technical specialist Lee Higginson investigates Shrike missile system problem in a VA-55 A-4F "Skyhawk" at NAS Lemoore, Ca. Below: "Barney" Barnwell instructs personnel at NAS Cecil Field, Fl. on the Walleye weapon system. Middle: Bob Everett provides BQM-34A target drone system instruction to Navy men at NAS North Island, San Diego. Bottom: "Ed" Forodoy observes an inspection of an M61A1 20mm gun at NAS Cecil Field, Fl.

NEW UNIFORM CHANGES ANNOUNCED

As a move to make the peacoat more compatible with the new service dress blue uniform, the Navy is now requiring men to change the black plastic buttons to silver oxidized buttons. This change refers to men E-6 and below only. Other uniform changes recently announced authorize enlisted women to wear the man's denim dungaree-chambray shirt uniform or the new enlisted working blues. Women's fore and aft hats, command baseball caps or men's working caps are prescribed with the uniforms at command discretion.

The uniform changes, described in BuPersNote 1020 of 20 Nov 1973, give command authority to prescribe the combination cap with white cover after 1 Apr 1974 for all uniforms (E-6 and below) and the brushed silver belt buckle for all uniforms (E-6 and below). These items are optional until supplies are depleted or until 1 Jul 1975, whichever comes first. The changeover to the silver buttons for the peacoat will be required by 1 Jul 1975.

ALIENS: YOU MUST REPORT YOUR ADDRESS IN JANUARY

Aliens who have been issued an alien registration card and are in the United States or one of its possessions on 1 January must report their addresses during the month of January -- even though that address may be the same as reported last year. Procedure for doing this is simple: go to the nearest post office and ask the clerk for an Address Report Card; fill it out and hand it back to the clerk. If an alien is outside the U. S. or its possessions, he or she should report his address within 10 days after returning. There are severe penalties, including deportation, for not complying.

LATEST DIRECTORY LISTS CREDIT UNIONS FOR NAVY PERSONNEL

A new directory listing the credit unions which active duty Navy personnel, civilian employees of the Department of the Navy, and inactive Reserve officer and enlisted personnel may be eligible to join has been published by the Secretary of the Navy. The directory, SecNavInst 5381.4 of 16 Nov 1973, breaks down the listing by state for both active duty and civilian personnel and for inactive duty personnel. Anyone wishing to join a credit union should refer to this list to determine his eligibility.

FY 74 FLEET CUT TO AFFECT 80 ACTIVE, 26 RESERVE SHIPS

Reductions in the active and reserve fleets during FY 74 will total 106 ships, according to Navy officials. The ships to be eliminated will be either transferred to the Naval Reserve force, the Military Sealift Command, or considered for lease, loan, sale, strike or conversion. In the final increment of this cut, some 38 active and 15 reserve ships will be cut.

The ships involved in this are: (from California home ports) -- destroyers T. E. Chandler, John R. Craig, Henderson, Higbee, Orleck, Rogers and Henry W. Tucker and the oiler Caliente; (from Connecticut) -- the submarines Cobbler, Corporal, Greenfish and Jallao; (from Florida) -- the destroyers William C. Lawe, McCaffery, Meredith, Noa, and Power; the DERs T. J. Gary and Kretchmer; and submarines Amberjack and Tirante; (from Hawaii) --destroyer Epperson; ocean escort Charles Berry (from Rhode Island) --

destroyers Fiske and Charles H. Roan; (from South Carolina) -- destroyer Cone; submarines Barracuda, Remora and Trumpetfish; (from Virginia) -- destroyers Corry, Leary, O'Hare, Rich, Vogelgesang and Robert L. Wilson; ocean escorts Courtney, Lester and Hammerberg.

Ships from the Reserve Force slated to be removed in this increment are: destroyers Brinkley Bass, DeHaven, Douglas H. Fox, Robert K. Huntington, Arnold J. Isbell, Wallace L. Lind, Lowry, Massey, Putnam, Charles S. Sperry, Strong, Waldron and ocean escorts Bauer, Bridget and Evans.

• DEADLINE FOR SURVIVOR BENEFIT PLAN EXTENDED

An amendment to the 1974 DOD Authorization Act, Public Law 93-155, has extended the deadline date by which military members who retired prior to 21 Sep 1972 may elect coverage under the Survivor Benefit Plan. The new deadline date is now midnight, 20 Mar 1974. Pass this news on to your shipmates who have retired.

• NEW OPEN/CLOSED RATES LIST PUT OUT BY BUPERS

A new listing of the Navy's current open and closed rates has been promulgated by the Bureau of Naval Personnel in BuPersInst 1133.25A CH-1. The lists are based on current career manning levels and reflect from which rates conversions will be authorized and to which rates conversion requests will be approved. Personnel wishing to convert from one rate to another should check this list and then talk with their division officer or career counselor for further information.

• OVERPAYMENT WAIVER ELIGIBILITY EXPANDED BY NEW LAW

Because of a new law expanding the eligibility requirements of a waiver of indebtedness, any member or former member of the armed services -- including officers -- may apply for waivers of a claim of the government deriving from an erroneous payment of pay or allowances, other than travel or transportation allowances. Active duty enlisted members still can apply for any waiver of an indebtedness over which SecNav has jurisdiction.

Waivers of indebtedness to the government can be granted under some circumstances if the overpayment occurred through government error and there is no indication of fraud or lack of good faith on the part of the individual.

• SOME E-4 STEWARDS NOW ELIGIBLE FOR RATING CHANGE

A limited number of conversion requests from Stewards 3rd Class (SD3) are now being considered for approval, and change of rating requests from SD2s and SD1s are being encouraged. The Steward rating has been undermanned in the lower paygrades and overmanned in the higher paygrades for some time, thus limiting the conversion possibilities for those in the lower paygrades.

Now, however, due to improved manning those limitations are being eased and SD3s eligible for "A" school may request a change in rating. Those not eligible for school may request to participate in a Navywide examination for a lateral change in rate. Personnel authorized to participate in an examination for lateral change of rating will also be authorized to participate for advancement in the Steward rating. For more details contact your division officer or career counselor.

- NEW CAP INSIGNIA AVAILABLE AT NAVY EXCHANGES

The new metal work cap insignia with gold chevrons, authorized for wear by those people eligible to wear gold service stripes, is expected to be available for sale in Navy exchanges this month. The devices are also expected to sell for less than a dollar.

- GUAM VIETNAM VETS ELIGIBLE FOR BONUS

Residents of Guam who served in the armed forces during the Vietnam era may be eligible for a tax-free bonus from that territory. Those individuals must have served more than 90 days' active duty between 5 Aug 1964 and a date determined to be the end of the Vietnam conflict. They must also have been residents of Guam immediately before entering the service. A maximum pay of $720 is authorized, and the bonus may be paid to the next of kin. More information on this can be obtained by writing the Veterans Affairs Officer, Office of Veterans Affairs, Veterans Bonus Division, P. O. Box 3279, Agana, Guam 96910.

- NEW LODGE DIRECTORY NOW AVAILABLE FROM NRSO

A new directory containing information on Navy Lodges has been published by the Navy Resale System Office. The directory lists all lodges operated as a part of the Navy exchange program, their rates and a brief description of each. The booklet will be provided all Navy Lodge guests as part of the information packet. Navy personnel can obtain a free copy of the directory at their nearest Navy Lodge or by writing the Navy Resale System Office (Code SM6), Third Avenue and 29th St., Brooklyn, N.Y. 11232.

- SEABEE CENTER AT DAVISVILLE, R.I. TO CLOSE

The Secretary of the Navy has announced that the Naval Construction Battalion Center at Davisville, R.I. will be closed by 30 Jun 1975, and all the Seabee and support units will be transferred to the Seabee Centers at Gulfport, Miss., or Port Hueneme, Calif., the Norfolk Naval Station or the Newport Naval Base. The reduction, which is in addition to the general Navy-wide shore establishment realignment program announced last spring, will affect some 2000 military and 650 Navy civilian personnel.

Since its establishment in 1941, NCBC Davisville has been associated with training and assembling of personnel and material for construction of Navy and Marine Corps bases throughout the Atlantic, Mediterranean and Caribbean areas. At the peak of the Southeast Asia conflict, the center supported seven overstrength mobile construction battalions. At present, only three battalions (NMCB 1, 40 and 71) remain.

- FIRST OF NEW COMMERCIAL CHARTER TANKERS FOR NAVY LAUNCHED

The first of nine new tankers being built by private investors for longterm charter by the Navy's Military Sealift Command has been launched in San Pedro, Calif. Sealift Pacific and her eight sisters -- each to be named for a sea or ocean -- will be chartered for up to 20 years with MSC paying an annual fee for their use. Two more are scheduled for launching this month, one at San Pedro, the other at Bath, Maine.

Sealift Pacific is 587 feet long, displaces 25,000 deadweight tons and has a design draft of 32 1/2 feet, enabling her to enter shallow water ports. The construction cost of the nine tankers will be $160 million, and all are scheduled for delivery by the end of December 1974.

- OPEN MEETING OF NAVY RELIEF SOCIETY SET FOR MARCH

The annual meeting of the Navy Relief Society, a meeting open to all those interested, will be held 14 Mar 1974 in Arlington, Va. Those who do wish to attend should give prior notice to: Secretary, Navy Relief Society, 801 N. Randolph St., Suite 1228, Arlington, Va., 22203. The society is interested in hearing comments and suggestions on its procedures and policies at this meeting. Those who cannot attend are being asked to submit any such comments in writing before the meeting.

- NAVY RECRUITERS TOP GOALS IN OCTOBER, NOVEMBER

For the second straight month Navy recruiters have topped their monthly recruiting goals. A total of 4559 male enlistees were signed up in November, 59 more than the month's recruiting quota. Nearly 86 percent of these were "school eligible" and almost 65 percent were high school graudates. Some 2.3 percent were in Mental Group IV category.

The total number of enlistees for October was 5500, some 400 more than the recruiting goal. 84 percent of these were "A" school eligible, and 72 percent were high school graduates. Only three percent were in the Mental Group IV category.

- SELLERS GIVEN ANTISUBMARINE WARFARE TROPHY

USS Sellers (DDG 11), a Charleston-based guided missile destroyer, has been awarded the Antisubmarine Warfare Trophy for fiscal year 1973. Sellers received the honor for being the most proficient ship in antisubmarine warfare in the Cruiser-Destroyer Force, U. S. Atlantic Fleet.

- NEW COMPUTER GUNFIRE CONTROL SYSTEMS RECEIVED ON SCHEDULE

The Naval Ordnance Systems Command reports the Navy has taken delivery on the first 16 new Mark 86 gunfire control systems. The systems were delivered on schedule and within contracted costs. The Mark 86, the first major U. S. gunfire control system to use a digital computer, can track more than one target at a time and control gunfire against surface, air and shore targets.

The system is designed primarily for use with the Navy's new 5-inch, .54-caliber lightweight gun and will be installed on the Spruance class destroyers, the Tarawa class helicopter landing assault ships and the DLGN 36 and 38 class frigates. The Mark 86 system requires no personnel in the director, using instead, a closed-circuit television system for visual tracking of targets. It will be installed in USS California early this year.

from the desk of the Master Chief Petty Officer of the Navy

Your Duty Preference

MCPON JOHN D. WHITTET

It has been just a little over a year now since the new enlisted duty preference form (NavPers 1306/63) hit the street.

Curiously, only about half of the solicitations so far have been responded to. As of this writing, 41,000 forms have been returned, although 107,000 Navymen and Navywomen have been solicited by BuPers and 600,000 forms have been distributed to commands throughout the Navy. Not a very good average when you consider how important an up-to-date duty preference form is to the individual.

The submission of individual duty preferences is a vital step in getting the right person, in the right job, at the right place. Without a duty preference form, your detailer must assume that your duty preference is "anywhere world." Even though your detailer is not always able to assign you in accordance with your likes and dislikes, it is still important to have an up-to-date duty preference form on file. There is always the possibility of being screened for new projects and assignments based, at least in part, on your duty preferences.

The fact that you might not always get the assignment you want should not deter you from submitting a duty preference form. While there are many other considerations that every detailer must carefully weigh, individual likes and dislikes, when known, are given every possible consideration.

Such factors as previous and potential performance, rate, rating and NEC, service history, obligated service, active duty base date, security clearances, special qualifications, guarantees and incentives, medical problems, number of dependents, rotation status and training requirements must also be considered. In addition, there must be a billet vacancy that corresponds with your desires. Your assignment must contribute to fleet stability and it must be in accordance with the priorities that have been established by fleet commanders. Moreover, the cost of the move that you desire is now a very critical factor. Even when you request a "no cost" transfer, your detailer must be concerned with the cost of relieving you. For every billet vacated by a "no cost" transfer, there is usually the cost of PCS for the individual who must be ordered in to fill the vacancy.

Obviously, your detailer does have a lot to consider! But in order for your duty preferences to be considered, *you* have the responsibility to communicate with your detailer. And that is where the duty preference form comes in.

Ten months before your projected rotation date or your expiration of obligated service date, the personnel office at your command will receive a solicitation listing, included with the 1080/14, containing your most recent duty preferences as they are recorded in BuPers. If what you see on the listing is an outdated duty preference, carefully complete and submit a new duty preference form (NavPers 1306/63). Codes and submission procedures are contained in Chapters 2 and 25 of the Enlisted Transfer Manual.

When filling out the new form, take the time to fill it out properly! Doublecheck your work. Be sure to use the proper codes and check to see if you are eligible for the duty that you're requesting. If you need help or have any questions, your personnelman or career counselor will be able to assist you. Remember not to be too specific with all of your choices. Make your first choice of duty as specific as you want, but you're more apt to get one of the areas of your choice if you broaden your second and third choices to a larger geographical area such as a state and naval district.

If after having submitted a completed duty preference form, you change your mind, you may submit another form the following month. But if you can't wait the full month, go ahead and submit another form. Just be certain to print "CORRECTED COPY" on the top margin. Otherwise, BuPers cannot determine which is your most recent duty preference form.

A few months after you submit your duty preference form, your command will receive a verification computer listing, which also comes with the 1080/14, of your preferences as they are recorded in BuPers. Go over this listing carefully and verify your preferences. If the listing is inaccurate, submit another form with the correct information.

I can assure you that your duty preferences are considered. Tell your detailer what you want and where you want to go and every effort will be made to satisfy your desires. It's just good personnel management to match the right person, in the right job, at the right place. And that's what the new duty preference form is all about.

Navy's Tactical Data Systems — Over a Decade of Service

Since the Navy's Tactical Data System has been installed in a number of ships, in a little more than a decade it has become one of the Fleet's most vital pieces of equipment. The complexity of the system requires very sophisticated hardware and software. The fact that a particular recent replacement involved the French Navy was particularly noteworthy.

It's a complicated story, but it all began with a large fire on USS *Forrestal* (CVA 59) in 1972. The fire wiped out the NTDS there, and when the ship put in for repairs, replacement equipment had to be found before it could be fully operational again.

A decision was made to take the system installed at Naval Air Technical Training Center, Glynco, Ga. —which was being used for training purposes—and reinstall it in the carrier immediately. That was simple enough, but then a replacement for the system at Glynco had to be found, and that wasn't quite as simple.

The display damaged in the fire, which was also the type at Glynco, could no longer be fabricated economically. Therefore, replacement for NATTC Glynco would be a difficult problem.

A display system of a new NTDS type was becoming available from the decommissioning of *Wasp* (CVA 18). A system of a previous type had been sold to the French Navy about 10 years ago. These two otherwise unrelated facts were put together in the minds of Navy officials. Owing to French Navy-U. S. Navy cooperation, an exchange was worked out. The French would take the new displays for their prior model displays and the U. S. Navy would take the CVA 59 type of displays and reinstall at Glynco to restore the NATTC capability. The French were happy and so were we.

NTDS is a million-dollar computer system which has been put into about 50 Navy ships during the last 10 years. It centers around a computer-fed series of consoles that display a schematic picture showing enemy targets, their types and movements, and the defensive and offensive posture of friendly ships and aircraft.

By going to its computer memory cells which have previously stored information on the capabilities of enemy and friendly ships, aircraft and missiles, the system gives the commanding officer a series of alternate recommendations on weapons to be used, and information on other decisions which must be made. When the CO makes his choice, the system transmits the necessary orders to the ship's fire control equipment, or to other ships and aircraft which will then make the attack.

A computer-to-computer link between ships means that an entire task force is coordinated so as to operate almost as one ship.

Below: One of the Navy's early Tactical Data Systems.

Assigning a Sponsor Becomes Mandatory; New Form Makes Job Easier for Commands

The Navy Sponsor Program, which helps smooth the problems of PCS transfer, has been improved. Assignment of a sponsor is now *mandatory* for all personnel on their initial PCS transfer (including personnel completing recruit training, OCS, direct appointees, etc.) and for all those on PCS transfers overseas. Others may still decline sponsor assistance if they wish. In addition, afloat commands now provide unclassified ship's schedule information to prospective crewmembers.

To further improve the program, a Navy Sponsor Notification form (NavPers 1330/2) is now available to standardize all sponsor requests. If there is not enough time to mail a Sponsor Notification form before a member is to be transferred, the information may be sent by speedletter, message or telephone.

High Atop Mt. Mauna Loa, Vacationers Find Kilauea Military Camp Ideal

A leave spent as a vacation in a resort area can be surprisingly inexpensive for those Navy men and women who take advantage of their military benefits. Most are aware that while on active duty or after retirement from the Navy they are eligible to vacation with their families at various military recreation and rest areas operated around the world. That one of the finest is located in Hawaii is a bonus.

Called the Kilauea (pronounced Kil-ah-way-ee) Military Camp, the site is located in the highlands of the big island of Hawaii, some 4000 feet up the slopes of snowcapped Mount Mauna Loa.

The surroundings are quiet, serene, far from any crowded beaches. But the major attraction is the camp's namesake—Kilauea—the world's most continuously active volcano which has been a popular subject for photographers since it began erupting in 1967.

Besides featuring the volcano, the island of Hawaii is renowned for its Kona Coast, just a two-hour drive from camp where sports fishermen may seek trophies among marlin, tuna and other big game fish. The camp does not operate boats from the coast, but ample commercial charters are available.

Elsewhere on the island, small game birds abound

ARE YOU LEAVING ACTIVE DUTY SOON?

THEN CHECK INTO

State Unemployment Compensation

If you plan to wrap up an active duty tour soon, there's something you should know about filing for state unemployment compensation should you wish to do so while searching for a job.

For a number of reasons, you may not be eligible to receive full benefits. Among them might be that upon your release from active duty, you receive payment for accrued leave. In some states, that's income. Therefore payment will be prorated on a weekly basis with your unemployment benefit to determine the true amount you're to receive.

For example, assume you are released from active duty on 1 January, having been paid for 14 days of accrued leave. Theoretically, you have earning power up through the 14th of the month. Therefore, this earning power will be prorated with your unemployment benefit and for the next two weeks you will receive two benefit checks, but they will have the amount of your accrued leave deducted. Which means, if your accrued leave check was for say, $100, ($50 per week) and your benefit check is established at $60 per week, then for the first two weeks you will receive benefit checks of only $10 ($60-$50). After that your unemployment checks should be the full $60 if you remain unemployed and receive no income whatsoever.

The same formula is applied to persons receiving military severance pay and military retired pay.

in season for the sport hunter of pheasant, quail, partridge and turkey. Sheep may be hunted at certain seasons and wild goats and wild pigs may be hunted year-round. Hunters must provide their own weapons. Furthermore, it is advisable that more information on hunting in Hawaii be obtained from the camp reservations office before setting out on safari.

Outside of hunting, guided tours of other parts of the Big Island are a popular attraction to visitors as is the opportunity to sample unusual cuisines at various restaurants along the way. For those who prefer independence of travel, rental vehicles are available at the recreation site.

The camp offers a wide variety of services and facilities—bowling, table tennis, movies, a barbershop and even a beauty parlor for women guests. Also operated for the convenience of visitors are an exchange, package goods store and a short-stop store offering snack items.

Nearby is a civilian-operated 18-hole championship golf course. There is also a chapel on the grounds, a library and a dispensary. For evening entertainment guests are welcomed to the Koa Lounge which features dancing nightly. And to the pleasure of many parents, the camp operates a nursery both day and night.

Truly the beauty of a vacation spent at the Kilauea Military Camp is reflected not only in the serenity of its surroundings, but also in the savings that may be realized by the Navyman and his family. For instance, a chief petty officer and his wife may be accommodated complete with meals, tours and maid service for $9.50 a day. Little more can be said.

For complete information on guest arrangements, write to: Central Reservations Office, Kilauea Military Camp, Hawaii National Park 96718.

—SKC Troy A. Brown.

Faster Return Expected by New Policy For Handling Antarctic Philatelic Mail

For those stamp collectors who are thinking about adding an Antarctic item to their collections, there have been a few changes in the philatelic procedures for this year's Operation Deep Freeze. Philatelic mail received at Antarctic bases will now be cacheted and canceled on a daily basis, and immediately placed back in the U. S. mail system. This should allow for a much faster return than in the previous years.

Only two U. S. stations in Antarctica will handle philatelic mail. Collectors should address their covers to either the Philatelic Mail Clerk, McMurdo Station, or to the Philatelic Mail Orderly, Amundsen-Scott South Pole Station—the address for both is U. S. Naval

Should either of these pay figures exceed the unemployment benefit figure allowed, then no benefit compensation will be made since the income is greater than the benefit.

States prorating (1) accrued leave, (2) retired pay, or (3) severance pay, are indicated below. Omission of parenthesized numbers indicates no laws exist regulating prorating of benefits, thus allowing for payment of full benefits.

Alabama (1)(2)(3), Alaska, Arizona (1), Arkansas (1), California,Colorado (1)(2), Connecticut (1)(2)(3), Delaware (2), District of Columbia (2), Florida, Georgia, Hawaii, Idaho, Illinois, (2), Indiana (1)(2), Iowa, Kansas, Kentucky (1)(3), Louisiana, Maine (3), Maryland (2)(3), Massachusetts (2), Michigan (2), Minnesota (2), Mississippi (1)(2), Missouri (1), Montana (3), Nebraska (1), Nevada (1), New Hampshire (1)(3), New Jersey, New Mexico, New York (2), North Carolina (1), North Dakota, Ohio, Oklahoma (3), Oregon (1)(2), Pennsylvania (2), Puerto Rico (1), Rhode Island, South Carolina, South Dakota (1), Tennessee, Texas, Utah (2), Vermont (1), Virginia (2), Virgin Islands (2), Washington (2), West Virginia (1)(2)(3), Wisconsin (2), and Wyoming (1)(2).

To file a claim, go the nearest state employment service office or unemployment insurance claims office. Register for work, and if a suitable job is not available, apply for UI benefits. You will need your separation form DD-214 and your social security card.

Your benefit rights are determined under the law of the state where you first file your claim after separation. Thereafter, you must meet certain obligations to remain qualified. All state laws, for instance, require qualifying earnings during a past period specified by the law. You must register for work, file a claim, report regularly as directed, and be able to work and available for work.

The amount of your weekly benefit and the number of weeks benefits may be paid are determined by state law based on your pay grade and allowances when separated from the Navy. Some states increase the weekly amount by allowances for dependents.

You will find that most states pay a maximum of 26 weeks' benefits; however, when unemployment is high and you have received all of the regular benefits to which you are entitled, you may become eligible for up to 13 additional weeks of extended benefits. See your employment agent regarding this.

One final note. Benefits will not be paid in any state while you are receiving certain educational assistance or vocational subsistence allowances from the Veterans Administration.

Support Force, Antarctica, FPO San Francisco, Calif. 96692.

Philatelists are limited to two covers per person. Of course, those covers to be canceled in Antarctica must have either United States postage or an International Reply Coupon enclosed to defray postage back to the desired location. International Reply Coupons cannot be used on mail addressed for delivery in the United States.

The U. S. Navy will close its summer support operations in Antarctica by the end of February 1974. Covers mailed to either address after that date will be held until the reopening of the Antarctic continent for next year's Operation Deep Freeze in the first week of October.

Bureau of Personnel Changes Policy on Reenlistments, Unconditional Extensions

BuPers has changed its policy concerning reenlistments and unconditional extensions. Policy concerning conditional extensions, active duty continuation and professional growth criteria, however, remains unchanged.

Henceforth, Navymen on active duty reenlisting in the Regular Navy or the Naval Reserve may do so under the terms set forth in the following table:

Reenlistment	Reenlistment Term Available (years)
First	2, 3, 4, 5 or 6
Second and subsequent (up to and including 10 years' active duty at time of reenlistment)	3, 4, 5 or 6
Second and subsequent (over 10 years' active duty at time of reenlistment)	4, 5 or 6

Navymen who reenlist after having extended their first enlistment for from 24 to 48 months are considered to be reenlisting for a second time when determining the minimum reenlistment term available.

Unconditional extensions may be made any time during an enlistment. The maximum length of the extension authorized will be determined from the following table:

Enlistment	Unconditional Extension Available (months)
First	24 through 48
Second and subsequent (up to and including 10 years' active duty at time of extension)	36 through 48
Second and subsequent (over 10 years' active duty at time of extension)	48

Unconditional extensions of enlistment and reenlistments which are executed before 1 Oct 1973 are not affected by this change in policy.

AG1 Bill Hamilton

Weatherman turned Disc Jockey

Aboard USS *Forrestal* (CVA 59), crewmembers can take advantage of four television and three radio channels; one radio channel of which is on the air 24 hours a day with music, news and sports. The man responsible for keeping these sources of information and entertainment available is a 1st class petty officer named William R. Hamilton, better known as Bill. He is both newscaster and station manager of Station WFOR-TV.

Bill Hamilton has been a Navyman since June 1959. He is rated as an aerographer's mate and, in addition to his radio and TV duties, is the leading petty officer in the ship's weather office. In fact, you might say that one job led to another.

William R. Hamilton got his start in television when he began appearing as a weather forecaster during shipboard newscasts back in 1971. Since that time, he has established himself as an authoritative newsman and news interpreter. As station manager, Bill Hamilton reviews the broadcast schedule with the duty director for the day and, before he hits the sack at night, he goes over the next day's schedule with the ship's television officer.

All the radio station's disc jockeys volunteer for the job and Bill Hamilton breaks them in, briefing them on where and how to find the platters they want to

spin. Finding your way around the ship's sizable record library is easy, he maintains. He keeps a file card index which lists each disc by title and artist.

Much of the station's television entertainment comes from the American forces Radio and Television Service - Los Angeles. The entertainment arrives aboard *Forrestal* in the form of boxes of 16mm films or "kinescopes" of stateside programming which was aired by U.S. networks a few weeks earlier. After they are presented on WFOR-TV, they are forwarded under a strict accounting procedure to other ships in that particular AFRTS-TV circuit.

Bill Hamilton also airs programs of particular interest to the crew because of their ship's deployment. For example, a program which offered conversational Greek through the medium of videotaped lessons was presented after having been produced in the station's own studio. *Forrestal's* skipper regularly briefs the crew via "Captain's Call" which is designed to keep the crew abreast of ship and Navy policies. The captain also answers questions put to him by crewmembers via the telephone.

The news Bill Hamilton presents to his listeners aboard *Forrestal* comes hot off the teletype and is as current as the evening news broadcasts in the States.

If variety is the spice of life, Bill Hamilton has had a pretty spicy life in the Navy. Since he first enlisted in June 1959, he has cruised around the world in USS *Long Beach* (CGN 9), the Navy's first nuclear powered cruiser. He has also seen duty at both the bottom and top of the world with the U.S. Navy Ice Reconnaisance Unit. He was with Oceanographic Air Development Squadron Eight in Vietnam.

At age 33, with nearly 15 years of Navy service under his belt, Bill Hamilton is thinking of what he will do after he is piped over the side. Although his rating fits him for a career in meteorology, he prefers broadcast journalism and hopes to make a second career of it when he retires.

In the meantime, he has volunteered for service aboard a nuclear ship and his projected rotation date is July 1974. Until then, he plans to keep Station WFOR-TV going and to keep *Forrestal* crewmembers informed and entertained with music, news, weather and sports.

—Story and Photos by
Journalist 1st Class D.G. Van Way, USN.

Facing page: Bill Hamilton broadcasts a live radio news show aboard Forrestal. Above, left: As leading petty officer of Forrestal's Weather Office, Bill Hamilton provides the ship and the pilots with accurate weather reports. Above, right: Station manager Bill Hamilton reviews last-minute changes with the duty director. Right: Checking a new shipment of AFRTS films and cinescopes.

Navy Wife Sue Midland

Dental Hygienist

When Ensign Phil Midland reported for duty aboard USS *La Salle* (AFG 3) as weapons officer, his wife Sue found herself with time on her hands. And she decided to do something about it.

Sue Midland offered her services to the ship's dental department — and was soon serving on a volunteer basis as a dental hygienist in the ship.

Because of the scarcity of civilian dental facilities at Bahrain on the Persian Gulf, which is *La Salle's* home port, this is one of the few Navy ships authorized to provide dental care for dependents. As the ship's dental hygienist, Sue Midland was kept busy, but late last summer she added to her responsibilities by joining the ship's first preventive dentistry program for school-age dependents.

Before deployment to the Middle East, the ship was fully equipped with a new two-chair operatory and a separate x-ray room. The dental staff consists of a dental officer, Lieutenant Ted Schneider, Dental Technician 1st Class Paul Gearhart — plus Sue as the hygienist. She holds a degree in dental hygiene from the University of Wisconsin.

With her help, *La Salle's* dental department sponsored the comprehensive preventive dentistry program for dependent children during August. The dental team was able to handle 97 children, more than 90 per cent of the eligible dependent children living on the island of Bahrain. The two-day dentistry program consisted of three parts — cleaning, fluoride treatment and screening by the dental officer for abnormalities. For many of the children this was their first visit to the dentist and an opportunity to be introduced to the world of reclining chairs, sterilizers, surgical lights and chrome fittings that make up a dental office.

Treatment days were set up on weekends so they wouldn't interfere with the ship's routine and a waiting room was provided in the mess deck and crew's lounge where mothers and children could enjoy refreshments and watch a special children's program broadcast by the ship's AFRTS station. For all concerned it was a great success. Most of the young patients were eagerly looking forward to their next trip to the dentist when the ship returned from her cruise.

—Story by ENS H. C. Zeigler, USN
—Photos by SM2 W. L. Clark, USN

PNC Aguilar

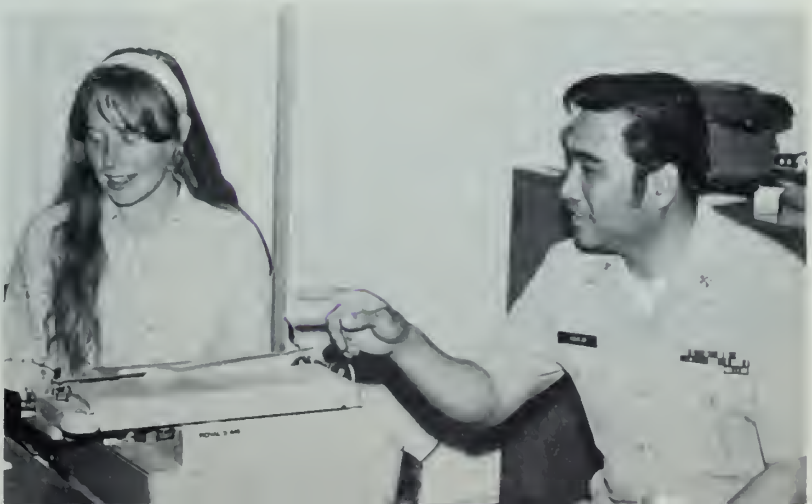
Civic Leader

Busy Navy men and women around the world often find time to help out in their communities. A case in point is Chief Personnelman Ilustre A. Aguilar of the Naval Postgraduate School in Monterey, Calif.

Chief Aguilar is the Assistant Military Personnel Officer at NPS. With over 200 military personnel assigned, and nearly 2000 officers enrolled at the school, this job keeps him busy. His own three children, ages 10, 13 and 15, add to his already busy schedule. But, in spite of this workload, the chief still finds time for civic activities in the NPS community.

Among these projects, Chief Aguilar is manager of the "Orioles," the Little League team in La Mesa Village, the housing area for NPS military families; a member of the credit committee of the Monterey Peninsula Navy Federal Credit Union; a council member of the NPS Saint Thomas Aquinas Catholic Chapel; and an advisor to the "Kabayan Club," a Filipino organization at NPS.

The chief plans to retire in a year or two. He hopes some day to own a coffee and tobacco farm in his native country — Republic of the Philippines. The chances are, even then with his many business interests, he will be just as active in community affairs as he is now.



Aside from his duties as Assistant Military Personnel Officer for Enlisted Personnel at the Naval Postgraduate School, PNC Ilustre Aguilar finds time for many community activities.

Profiles of the Fleet

EMC W.B.Carter

Movie Watcher

He claims he's not a movie watcher. Yet, when we first met the chief he was putting in a routine day surrounded by John Wayne, Sophia Loren, Paul Newman, Robert Redford and a host of other Hollywood stars.

He's Chief Electrician's Mate W. B. Carter, head of the Navy Motion Picture Exchange (NMPX) in Subic Bay, Republic of the Philippines, and says he loves the job — although he really doesn't watch many movies.

Chief Carter and his men at the NMPX handle one of the largest volume of movies of any Navy Motion Picture Exchange in the world.

In talking to him we learned that in the Western Pacific, there are movie exchanges also located at Guam, Yokosuka and Sasebo, but the chief takes pride in knowing his exchange handles more film than any of the other western Pacific exchanges. Presently, NMPX Subic has more than 1300 prints in stock. Until the end of the Vietnam conflict, they were issuing more than 3200 prints per month to ships and other Navy activities. Since then, the numbers have dropped off somewhat; still, the demand is high.

For example, during the period from July 1972 to June 1973, the chief said, some 32,400 prints were circulated out of NMPX Subic, and this figure does not include TV shows and sports clips also distributed. The exchange is averaging about 30 copies of TV shows and about 250 to 300 sports specials distributed each month in addition to the regular movies.

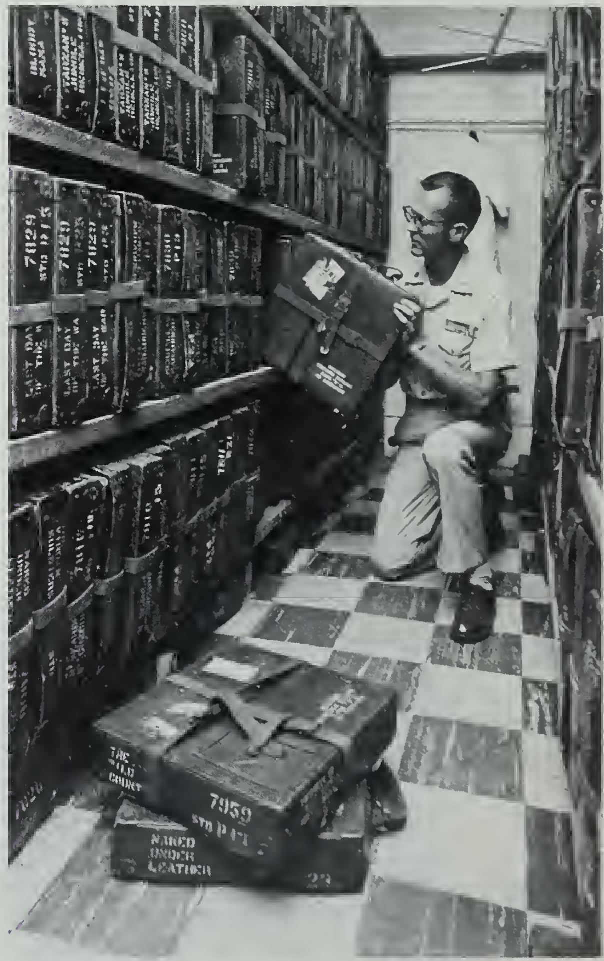
In his rather austere spaces, Chief Carter supervises 14 civilian employees, some of whom devote all day to inspecting, splicing and repairing films returned by customer ships and shore-based theaters. Each and every film returned is threaded through an automatic machine that scans the footage for damage — such as broken sprocket frames, bad sound track sections, torn film, and so on. Where problems exist, the machine automatically stops to allow for necessary repairs.

In addition to serving the many ships that visit the port, the Subic picture exchange provides movies for six theaters in the Subic Bay/Cubi Point complex and services theaters at the Mount Santa Rita and San Miguel communications facilities. Movies are also shipped to a Navy facility at Diego Garcia Island in the Indian Ocean.

"We try to make up a weekly theater schedule to please everyone," said Chief Carter. "Every week the Navy Motion Picture Service in Brooklyn puts about four new pictures into the system, and as soon as we get them, they're circulated. These are movies that the Navy is receiving just as soon as they are released to the general public in the States," he added.

The Navy leases its films from companies which produce them, normally for about four years for each film copy. When the lease expires, the films are returned to the central NMPS in Brooklyn.

Ships operating out of Subic Bay draw films directly from NMPX. How many depends on the number of men on board. Once at sea, one ship's movies may be traded with another's but when a ship puts in to a port having a motion picture exchange, all the movie films on board must be turned in, with the condition that a new batch may be drawn from the exchange. Circulation such as this is one way to please almost everyone.



AN W.E. Bell

Plane Captain

Being a plane captain in a naval training command squadron is not an easy job. This fact is well demonstrated by Airman W. E. Bell, a plane captain at Training Squadron 22, NAS Kingsville, Tex. Watch him sending out TA-4J *Skyhawks* and you'll get a chance to see just how much hard work it takes to keep the "birds" flying.

First there's the training. In order to be qualified in this job, a new plane captain must meet all the requirements of a four-day P/C school. There the trainees learn the fundamentals of the electrical and hydraulic systems, ejection seats, and the aircraft's life support systems. Then the P/C learns the hand signals needed to taxi and send out the *Skyhawk*. Watching Airman Bell as he signals the pilot to lower flaps, spoilers, deploy the speed brakes and drop the hook, reminds one of a very busy, handicapped paperhanger.

For VT-22's day crew the work day begins at 0700 when they report for muster. The first jet doesn't take off until 0830, but before the sending out of each plane, it has to be fueled, oiled, and inspected. This includes checking for leaks, disconnected wires or lines, engine turbine blades, hydraulic and brake reservoirs, flight control power packages, tires, and brake pucks, shock struts for servicing, and security of ejection seat lanyards, shackles and parachute. All of this is done before every flight or "hop," and each of VT-22's 50 or so aircraft may fly as many as two or three hops a day. This makes for a lot of work and a long, long day for the busy crew of VT-22's line.

At the end of the day, after sending out and bringing in approximately 15 jets, a young plane captain begins to look a little dirtier, a little older, and a lot more tired. It's a hard way to make a living, yet a very rewarding and satisfying one.

The safety of each pilot who flies in a Navy jet depends on the job the plane captain did before the plane took off. He is the backbone of the squadron. Without him the squadron would literally never get off the ground.

This is what it looks like when Airman W. E. Bell, one of VT-22's finest plane captains, does his thing.

Teamwork is essential as AN Bell and the pilot jointly perform preflight checks which include cycling the flaps and arming the spoilers. Top: Airman and pilot set the trim of the aircraft.

GURKE COWBOYS go FAR WEST

While the destroyer USS *Gurke* (DD 783) plunged through the Pacific swells off Japan one day last fall, two of her crew were west of Tokyo aboard rolling, twisting backs of bucking horses.

The unusual swapping of deck plates for horseflesh was made by Ron Ford and Gary Jenkins. For about three weeks while their ship was operating with the Seventh Fleet, they were rodeoing with

the Casey Tibbs Wild Western Show 20 miles from Tokyo. The Tibbs show was making its second appearance in Japan on a tour that would eventually take it to Taiwan, Hong Kong and Thailand.

Tibbs is a six-time winner of the world title for bronco riding and has twice captured the all-around cowboy crown. His show is made up of more than 100 American "cowboys," "cowgirls" and Indians, as well as livestock, and a reproduction of a frontier town and Indian village. It was a life every sailor-turned-cowboy could enjoy—plenty of bucking horses, pretty girls and all the sukiyaki a strapping six-footer in cowboy boots could eat.

Ford and Jenkins managed to sign on with Tibbs' outfit with the permission of their commanding officer and through the cooperation of the U. S. Embassy in Tokyo. They were allowed to participate in the show on "no cost" temporary additional duty orders, appearing before tens of thousands of Japanese of all ages.

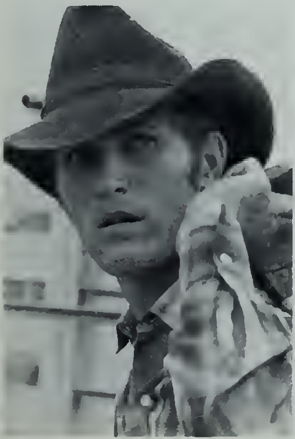
Both Navymen were born and raised in Texas and so were no strangers to the show's menagerie of 120 horses and ponies, 12 cows and calves and three buffalo. Ford is from Springtown, near Fort Worth, and Jenkins comes from Pampa, near Amarillo. Each claims to have been astride a horse "before I could walk." They carry boots, hats and spurs aboard *Gurke*, where Ford is a machinery repairman and Jenkins is a hull technician 3rd class.

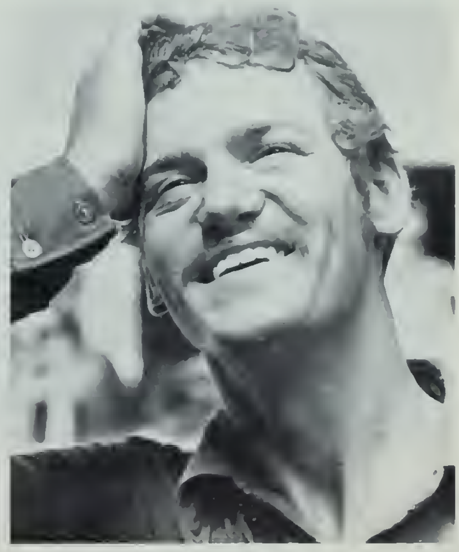
Along with riding horses, steers and buffalo twice a day, seven days a week, Ford and Jenkins filled in as the "bad guys" in simulated old-time western street brawls, handed out pamphlets to visitors and gave pony rides to wide-eyed Japanese children.

The Wild Western Show wasn't exactly like being back home in Texas. But for a while, anyway, the two *Gurke* sailors felt they had found the best of the West in the Far East.

—Story and photos by JOC Tom Thompson

Left, above: MRFN Ron Ford makes a successful 10-second ride. Left: HT3 Gary Jenkins learns that a steer in Japan can jump as hard as in Texas. Below: MRFN Ron Ford and HT3 Gary Jenkins. Right: Gary Jenkins at work with the Wild Western Show. Right, below: Jenkins reacts to the judge's announcement of his score in the bucking horse competition.





wild west goes east...
RODEO at NEWPORT

It could be Cheyenne; look at all those spurs, chaps and 10-gallon hats, pretty girls too. Must be a rodeo.

Indeed it was, right smack in the middle of the Newport, R.I., Naval Base. They claim it was the first ever to stampede the citizens on Acquidneck Island around an arena where local cowboys and cowgirls (with a couple of sailors and a marine literally thrown in) had themselves a bronc-bustin', bull-ridin', heck of a good time.

It was called the Triple A Bar Rodeo with $2500 in prize money offered to those hardy souls talented or lucky enough to beat the clock in a barrel race or survive the jolting rock of bucking horses, bulls and steers. There was also calf roping. And, what rodeo would be complete without a clown?

None of the military entrants placed in any of the Newport events. But, then, there's always Cheyenne.

—Text by PO3 Doug Millikin
—Photos by Millikin and PO2 Karl Simmon

Mari

QUESTIONS & ANSWERS

Assignment/Rotation

Q. *I recently completed nuclear power training and reported aboard a nuclear powered ship for duty. I now have a strong desire to serve as an instructor at one of the nuclear power training activities. How long must I serve aboard my present ship before I will be eligible to request assignment to nuclear instructor duty?*

A. TransMan Article 5.8 requires that an individual must have two years' experience in a nuclear billet in a nuclear powered shp in order to be considered eligible for assignment to nuclear instructor duty. You should submit your request approximately six months prior to completing this two-year period. At that time, providing you meet the other eligibility requirements outlined in the article, and providing your transfer will not disrupt the crew stability of your present command, orders may be issued directing your transfer upon completion of two years on board your present ship.

Q. *When is the proper time to submit my Enlisted Duty Preference form (NavPers 1306/63)?*

A. Four to six months after reporting to a new duty station as a result of a PCS transfer, approximately six to seven months prior to PRD and whenever a change in personal data or duty preferences occurs.

Q. *I was injured in an automobile accident while in an authorized leave status. Due to the severity of the injury at the time, and the failure of it to heal properly, I was put on the Temporary Disability Retired List. After three years I was found to be fit for full duty. Am I eligible for reenlistment in the Navy?*

A. Yes. Title 10, U.S. Code 1211 provides that: With his consent, any member of the naval service or of the Coast Guard whose name is on the temporary disability retired list, and who is found to be physically fit to perform the duties of his office, grade, rank or rating shall (if he held a permanent enlisted grade in a regular component when his name was placed on the temporary disability retired list) be reenlisted in his regular component in the grade permanently held by him when his name was placed on the temporary disability retired list, or in the next higher enlisted grade. Personnel who apply for reenlistment must be able to meet standard criteria.

Q. *Where can I obtain information about my new duty station?*

A. The Navy has established personal services centers at many shore activities. Each personal services center maintains a reference library of activity information brochures on Navy, Army and Air Force activities. OpNavInst 1740.1A of 7 Feb 1972 contains a list of personal services centers and describes their functions. The Navy Sponsor Program also provides for receipt of advance activity information by personnel on PCS orders. BuPersMan 1810580 and BuPersNote 1330 of 12 Sep 1973 describe the procedures to be followed to ensure receipt of this information and/or assignment of a sponsor.

Q. *I am an SK2 stationed in Norfolk and have just received orders to Naval Station, Keflavik, Iceland. My wife is a YN2 also stationed in Norfolk. How can I get my orders modified to a ship homeported in Norfolk, or get an Iceland assignment for her?*

A. You may address a request for modification of your orders to your detailer, or your wife may request a "duty with husband" assignment. In the latter case, because your wife is coming up for reassignment also, she should communicate with the YN detailer. There are already a few husband/wife teams serving together at overseas bases.

Q. *I am an enlisted female on active duty and wish to be stationed near my fiance. We plan to be married in four months and I would like to be near him so we can make the wedding arrangements together. Can I qualify for "husband duty" even though we are not yet married?*

A. There are no provisions for assigning females to duty with their fiances. However, as with all enlisted personnel, you may submit a request for a no-cost transfer in accordance with TransMan.

Pay/Allowances

Q. *Can I be authorized comrats for past periods of time?*

A. No. A decision of the Comptroller General and DOD pay regulations prohibit retroactive authorizations of comrats. The Navy has a continuing responsibility to provide either rations in kind or the appropriate rate of the Basic Allowance for Subsistence. A member must request commuted rations and if there is any doubt that you are receiving commuted rations, you should check with your disbursing officer.

Q. *How long do I have to pay off an advance of pay on PCS orders?*

A. Up to six months, normally. In certain exceptional cases which involve unusually large expenditures of funds, such as an overseas assignment to a MAAG or military mission, the Chief of Naval Personnel may authorize an extension of the repayment period of up to 12 months. BuPersMan, Article 2650100, provides more specific information.

Q. *What constitutes competent orders to perform hazardous duties with corresponding entitlement to incentive pay?*

A. They are written orders issued by an authorized order-writing authority which are required to carry out the mission of the command. Verbal orders are competent if they are confirmed in writing within a reasonable time.

Q. *What are the chances of BTs ever getting hazardous duty pay for duty in firerooms?*

A. Very slim. Recent information compiled from injury reports indicates that duty in firerooms is no more hazardous than in several other shipboard areas.

Q. *How can I get paid during a leave period?*

A. The law does not provide advance pay for the purpose of taking leave. Your disbursing officer will, however, mail your pay check to a leave address or to your bank for deposit to your account. Enlisted members scheduled for 10 days or more of leave are entitled to draw an advance ration allowance for the period of the leave.

Q. *Incident to my prior permanent change of station from NTC Great Lakes to the Far East I did not move my dependents – they remained in Glenview, Ill. I now have PCS orders from the Far East to Naval District, Washington, D.C. Will the Navy pay for my dependents' travel from Glenview to Washington?*

A. Yes. When dependents did not travel to a designated place but continued to reside at the point to which they had traveled under previous orders, that place is considered the "Designated Place" for travel of dependents upon subsequent transfer to a nonrestricted station.

Q. *I have PCS orders from Washington D.C., to Naples, Italy. I plan to buy a car in London and drive from London (car ferry to France) to Naples. Will I be reimbursed for mileage between London and Naples, and will I be authorized excess travel time for this travel via circuitous route?*

A. No. Your entitlement under Public Law cannot exceed the cost which would have been incurred had the Navy furnished the transportation over the direct route from your old duty station to Naples. However, since the cost of commercial air to London is less than the cost to Naples, you could be furnished commercial air to London and submit a claim for reimbursement for the difference between the cost of the transportation furnished and the cost of the commercial air transportation otherwise authorized to Naples, Italy, over the direct route. Excess travel time would be charged to leave and the travel time authorized would be based on the constructive travel time via the direct route.

Q. *My mother-in-law resides with me as a permanent member of my household and is totally dependent upon me for support. Will the Navy pay for her transportation incident to my upcoming permanent change of station?*

A. No. Regardless of the degree of actual dependency, Joint Travel Regulations state that relatives such as brothers and sisters (unless qualified by adoption) nephews, nieces, mothers-in-law and fathers-in-law cannot qualify as eligible dependents.

Q. *Is retired pay taxable?*

A. All of the retired pay received from retirement on account of age or years of service (that is, for other than disability) is taxable. Also, there is no federal law or statute which exempts retired pay from state or local taxation; therefore, it may be subject to such taxes in some states. The Navy is not required to, and does not, withhold any state or local taxes from retired pay, but is required to furnish copies of federal wage and tax statements (Form W-2) to the state and local governments that have income taxes. Under the current provisions of the Internal Revenue Code, the Navy Finance Center must withhold federal income tax from payments of retired pay, except from that portion which is excluded on percentage of disability, reduced under the Survivor Benefits Plan (or RSFPP), forfeited under the Dual Compensation Act, or waived in favor of VA compensation or pension.

Q. *When is a member entitled to a lump-sum payment for accrued leave?*

A. The law prohibits lump-sum payment for accrued leave if the discharge is given for the purpose of immediate reenlistment. The Comptroller

General has defined this to mean that an individual discharged within three months of completion of the enlistment is considered to have fulfilled the enlistment. Thus, when discharged within three months of the completion of the enlistment the member may still immediately reenlist.

Also, a member who is within three months of completion of the enlistment and executes an agreement to extend the enlistment is entitled to a lump-sum payment. There is no restriction on the length of the extension, but it is only on the first extension that a member is entitled to lump-sum payment. At the time of a second extension on the same enlistment, the member may only carry forward the accrued leave. There is no provision for lump-sum payment on the second extension because it is not considered to constitute a new enlistment.

An officer is entitled to lump-sum payment of accrued leave only on separation or discharge. It is possible that a Reserve Officer might be entitled to lump-sum payment for accrued leave when being discharged pursuant to augmentation to the Regular component of the Navy, if that discharge is within three months of the contracted discharge date from the Reserve component.

Medical Benefits

Q. *My wife and I are planning to adopt a child. Prior to the adoption becoming final, can we get med-*

ical care for the child?

A. Generally speaking, the child would not qualify as a dependent and thus would not be entitled to all dependent benefits until the adoption is final; however, medical care in naval facilities may be authorized by SecNav. Consult your Health Benefits Counselor or send all particulars to the Chief, Bureau of Medicine and Surgery (Code 39).

Q. *What portion of the medical bills will the government pay for my wife's maternity care after my discharge?*

A. None. The law governing medical care stipulates that entitlement to medical care terminates at midnight on the date of your discharge. Therefore, you would have to pay the entire bill. You might check into the feasibility of extending your active duty for one year in order for your wife to receive maternity benefits, BuPersMan Article 1050150 provides guidance.

Q. *Where can I obtain information on educational services for handicapped children?*

A. In addition to your Health Benefits Counselor, Personal Services Center and local state and civilian agencies, the National Special Education Information Center will supply lists, by state, of the names and locations of private and public schools, institutions and clinics with special facilities for handicapped children or youths. This service is free of charge. Requests may be sent to "Closer Look," Box 1492, Washington, D. C. 20013.

Q. *I know I must obtain a new CHAMPUS outpatient deductible certificate each fiscal year for outpatient medical care. If my initial outpatient bill after the beginning of the new fiscal year (1 July) is more than $50, can't I apply the amount over $50 to my deductible certificate for the following year?*

A. No. The fiscal agent will reimburse you the amount of allowable charges in excess of $50. This amount may not be carried over to be applied to your deductible certificate for the next fiscal year.

Q. *My wife is planning to go to the new acupuncture clinic in Washington, D. C. Will the CHAMPUS program cover such treatment?*

A. No. OASD (H&E) has stated: "Acupuncture should not be approved as a benefit under CHAMPUS pending its scientific evaluation and acceptance by the medical community." This statement applies primarily to the U. S. and is not intended to restrict the use of the procedure in countries in which it is generally accepted as part of good medical practice.

Q. *What is the difference between CHAMPUS and USHBP?*

A. USHBP (The Uniformed Services Health Benefits Program) is the comprehensive program which provides medical care anywhere in the world to those who are eligible in a uniformed services medical facility (i.e., Army, Navy, Air Force and certain Public Health facilities).

CHAMPUS (The Civilian Health and Medical Program of the Uniformed Services) is that part of the overall USHBP program which provides for medical care to those who are eligible in *civilian* facilities (i.e., hospitals, doctors' offices, doctors' visits, etc.).

USHBP (and CHAMPUS) covers dependents, retired members, dependents of retired members and survivors of deceased active duty or retired members. Active duty members are, of course, not covered because the Navy provides whatever medical care they need under separate authority.

Q. *Do all civilian doctors accept patients under the CHAMPUS program?*

A. No. A doctor's participation in CHAMPUS is entirely voluntary. For this reason, except in emergency cases, you should always confirm in advance of receiving any care that the doctor you wish to visit will participate in CHAMPUS.

Q. *In an emergency, who pays the bill if one of my dependents goes to a doctor who does not participate in CHAMPUS?*

A. CHAMPUS will pay the applicable percentage of the reasonable charges that would have been paid to the doctor just as if he participated in the program. "Reasonable charges" means the charges for the

services, provided they do not exceed those normally made for such care in the area where he practices. You must pay the doctor and then submit a claim for reimbursement.

Veterans' Benefits

Q. *Who approves schools or institutions for training under the GI Bill?*

A. That responsibility falls to the states, each of which has an approving agency.

Q. *I need funds to finance my son's college education. May I borrow on my GI insurance for that purpose?*

A. Yes, provided you have a permanent plan GI insurance policy over one year old. If you do, you can borrow up to 94 per cent of its cash value. The loan will bear interest at the rate of five per cent per annum.

Q. *I understand anyone may buy a VA-repossessed home. Where can I get a list of real estate brokers who handle such properties?*

A. The loan guaranty officer in the VA regional office in the area where you want to buy will provide a list of available properties if you write or phone your request. You may also contact any real estate broker about a specific property.

Q. *I am going to college under the GI Bill and having trouble with one of my courses. Is it true that VA provides tutorial assistance in such cases?*

A. Yes. VA will pay up to $50 monthly in tutorial fees for a maximum amount of $450 to prevent a veteran studying above high school level from failing in a subject essential to his educational objectives. If you need this assistance, get an application from your school or nearest VA office, complete it and mail it to the VA office which has your educational records.

Q. *How many individuals were trained under VA education programs during fiscal year 1973?*

A. Enrollments in the agency's three programs reached 2.2 million, the highest level since World War II. Included were 2.1 million veterans and servicemen under the GI Bill, 29,600 under the vocational rehabilitation program and 68,200 under the dependents' educational assistance program.

Q. *My husband was killed during military service in Vietnam. Will the VA pay me education assistance to attend a university in Paris?*

A. Yes. Wives, widows and children of veterans whose death or permanent total disability was service-connected are allowed to study at approved foreign institutions of higher learning.

Q. *I'd like to apply for a certificate of eligibility for a GI loan, but I lost my DD-214 Armed Forces Report of Transfer or Discharge. What should I do?*

A. VA will accept a legible copy of an original discharge or release from active duty. If a copy is not available, any VA office will supply an application form for requesting a replacement from your military department.

Q. *Under what circumstances does a veteran qualify for an additional $150 in burial allowances?*

A. Under a law signed 18 Jun 1973, the VA on 1 August began paying a plot or interment allowance of $150 (in addition to established maximum $250 allowance) for eligible veterans not buried in national cemeteries under jurisdiction of the United States.

If the veteran's death is service-connected, a payment not exceeding $800 is payable in lieu of the $250 burial and $150 plot or interment allowance.

To qualify for the $150 plot or interment allowance, death must have occurred on or after 1 Aug 1973. The $800 service-connected burial allowance is payable

only if death occurred on or after 1 Sep 1973.

Q. *As an eligible veteran, I'd like to get a GI home loan, but my salary is not large enough for the house we need. Will the VA include my wife's earnings in addition to mine in considering our eligibility for a loan?*

A. Yes. Since 18 Jul 1973, VA has been giving full consideration to income of the veteran's spouse in processing GI home loans.

Q. *I received an honorable discharge recently after serving three years in the military service. Am I eligible for a VA business loan?*

A. No. Eligibility for this type of loan must be based upon WW II or Korean conflict periods of service. Post-Korea veterans are not eligible. The Small Business Administration may be able to help you.

Q. *As a veteran, is it possible for me to get a physical examination at a VA hospital?*

A. Under regulations, VA hospitals are not permitted to conduct such examinations for solely personal purposes. If you can meet eligibility requirements, you could receive a physical to determine the need for hospitalization or treatment.

Miscellaneous

Q. *Can leave in excess of 60 days be carried over on an enlistment extension?*

A. Yes and no. It can be on the second or subsequent extension but not on the first. This is because the first extension is considered a reenlistment and second or subsequent extensions are considered continuations of the first extension. Leave in excess of 60 days carried over must be taken before 30 June or it is lost in the normal manner.

Q. *What is the Navy Wifeline Association and how can I contact them?*

A. It is an information and educational organization established by and for Navy wives about 1965. Its purpose is to provide to the Navy wife a spectrum of information, solicit their views and share solutions to inherent problems of Navy life. It is staffed by volunteers in space provided by the Navy at the Washington Navy Yard, Bldg. 210, Washington, D. C., 20390, telephone (202) 433-2333.

Q. *What is the Selected Reserve?*

A. This is a special group of Navy men and women within the Ready Reserve who have been carefully screened and selected to fill specific mobilization assignments, either as members of a complete Reserve unit or as individuals. They are prepared to join the fleet immediately with little or no further training. Only Selected Reservists receive pay for attending weekly drills.

Q. *What effect will there be on a widow's entitlement to benefits if it is discovered after the member's death that there had been an impediment to her marriage to the service member?*

A. Where an attempted marriage of a claimant to the veteran was invalid by reason of a legal impediment, the marriage will nevertheless be deemed valid if:

- The marriage occurred one year or more before the veteran died or existed for any period of time if a child was born of the purported marriage or was born to them before such marriage, and
- The widow entered into the marriage without knowledge of the impediment, and
- The widow cohabited with the veteran continuously from the date of marriage to the date of his death, and
- No claim has been filed by a legal widow who has been found entitled to gratuitous death benefits other than accrued monthly benefits covering a period prior to the veteran's death.

Q. ***I am assigned to a ship which is on an extended deployment. The mail service is sometimes sporadic and on several occasions our mail has been delayed. How can I get information about our mail service while I am at sea?***

A. Information about past or anticipated mail service can be obtained from either your command's postal clerk or postal officer. In most situations the command has been advised of any problems that may be anticipated during your deployment. If your problem or inquiry requires additional information the postal officer can initiate an immediate inquiry to the serving Navy post office or cognizant area mail routing authority. Once an inquiry is made it is investigated at all levels or referred to higher authority until the situation is resolved.

Q. ***How often does the Naval Destroyer School Selection Board meet and, if selected, when will I go to the school?***

A. The selection board meets monthly, and selectees are placed in an ongoing bank. Orders for instruction at Naval Destroyer School will be issued only when an officer is available for reassignment and the orders are based on individual preferences and the needs of the service. Since attendance at the school incurs obligated service, orders will not be issued without the officer's consent.

Q. ***If I join a Naval Reserve activity upon my release from active duty, what do I gain?***

A. *Pay.* A monthly paycheck that will help pay the mortgage, buy groceries or provide extra pocket money. *Retirement.* If you meet requirements every year, you'll receive a monthly retirement check beginning on your 60th birthday. *Education and training.* You can maintain proficiency and broaden skills in leadership and naval fields which may prove valuable in civilian life as well. *Promotion.* There is plenty of opportunity to advance in the Reserve, and each promotion increases the size of that monthly drill and retirement paycheck. *Medical care.* You are given a free annual physical examination and specific medical care is provided during drills or annual training cruises. *Privileges.* You are entitled to certain recreational and Navy Exchange privileges during drill periods and when on active duty. During your two-week annual cruise, full Navy Exchange, Commissary and Clothing and Small Stores privileges are available. *Association.* You have the opportunity for many advantageous business and social contacts with other people dedicated to serving our country. *Service.* You will play a vital part in maintaining a strong Navy.

Q. ***I am thinking about residing overseas after retirement. I am aware of the restrictions placed upon***

the use of commissaries, exchanges, and other base facilities by retired personnel as a result of the different Status-of-Forces agreements with countries concerned. Are there other important considerations I should be aware of before I choose a retirement residence overseas?

A. An important consideration that is frequently overlooked is the taxes charged by many countries on the importation of the retiree's household effects. The U. S. Government will move your household effects to any retirement residence you choose; however, the government will not pay any duty or import taxes levied on them. In many countries this tax is very high. It is strongly recommended that you check with the embassy of each country under consideration as a retirement home and request information concerning their import taxes on household effects and any other duties or taxes you should be aware of before deciding on your final move.

Q. *I am interested in going to college and have learned that most colleges and universities require the College Board Examination for admission. How can I take the necessary exams if I'm serving on board ship and my ship is scheduled for an overseas deployment?*

A. The College Boards or the Scholastic Aptitude Test (SAT) is administered periodically and this academic year it will be offered as follows: Jan 74, Feb 74, Apr 74, May 74 and Jun 74. You may write to request a special shipboard administration if you will be serving on board during a regular administration. Ensure that you give the details which prevent you from taking the SAT at a regular administration center and special arrangements will be made so you can take the exam.

If you are serving on the West Coast, write to:
College Board ATP, Box 1025, Berkeley, Calif. 94701

If you are serving on the East Coast, write to:
College Board ATP, Box 592, Princeton, N. J. 08540

Q. *Where can I find information regarding in-service FHA-insured loans to assist in buying a home?*

A. See SecNavInst 1741.4D of 11 Jan 1972, "Mortgage Insurance for Servicemen to Aid in the Construction or Purchase of Homes."

Q. *How long will I be covered by my Servicemen's Group Life Insurance if I am separated from service for total disability?*

A. If you are totally disabled for insurance purposes at the time you are separated from service, your coverage under SGLI will continue either for one year or to the end of your total disability, whichever is earlier, but never less than 120 days following separation from service. Within this period you may convert your SGLI (maximum $15,000) to an individual policy with any of the participating companies in the program. These companies are listed in VA Pamphlet SGLI-133. Also, within one year of the date the Veterans Administration notifies that your disability is service-connected, you can apply for a $10,000 RH low-cost policy from that agency.

letters

Constructive Time

SIR: If a person enlisted for a minority term one day before his 18th birthday and reenlisted three months before his 21st birthday he would receive credit for a completed four-year enlistment. He would NOT receive credit for four years and three months of active federal service, or 15 months' constructive time on a single enlistment. Am I correct?—PNC P. J. B.

• *A person who enlisted at the age of 17 for a minority enlistment and subsequently reenlisted three months before his 21st birthday would receive credit for a four-year enlistment; therefore, the member's constructive service could total up to 15 months. He would receive credit for four years of active federal service.*

On 12 Mar 69, minority enlistments were discontinued, and all personnel after that date volunteer to enlist for terms of two, three, four, five, or six years. There is no longer an enlistment which automatically expires the day before a member's 21st birthday, and in order to receive constructive time, a member must serve an enlistment up to within three months of the expiration date.—ED.

Job Training Benefits

SIR: Upon discharge from the Navy in 1971, I was informed by the Veterans Administration of my eligibility to apply for on-the-job training benefits at any time during my first two years of employment with an "acceptable" company. However, when I applied recently, after having been employed by a major company for the past year and a half, I was told full benefits of the program were not available to me. VA says I can receive credit for only the past six months. Why? — G.S.S.

• *The VA informs us that had you applied for OJT (on-the-job training) at the time you first became employed by the company, you would have qualified for full OJT benefits. For this reason: The VA presupposes that an applicant for OJT benefits has no training, background or expertise in the type of employment for which he has applied and, therefore, may not qualify for the job.*

Under this program the employer normally will pay the veteran less than what would normally be paid to a fully trained employee in a similar job with the VA supplementing the veteran's income during this training period. Here's how it works:

Veteran benefits payable under this program are based on a sliding scale at six-month intervals for a period of two years. After the veteran has been on the job for six months, it is assumed that he has received enough training to be of some value to his employer. Consequently, his benefits are reduced during the second six months' training period, say from $160 per month to $120. At the end of two years, it is further assumed that the veteran is fully trained and his benefits are terminated.

In your particular case, since you had been working with the company for a year and a half, the VA assumed that you had already received 18 months of training on your own, that you are not a totally untrained employee and, therefore, eligible only for benefits for just the last six months of the program.

— ED.

Re-up Advice

SIR: I'm an inactive Reservist, ex-seaman apprentice, seeking advice on how to reenlist in the Navy. My difficulty appears to stem from my reenlistment code (RE-4). — T.L.

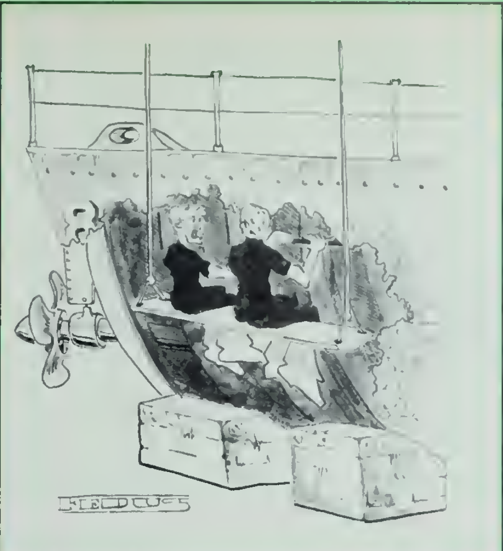
• *In no way does an RE-4 reenlistment code have an adverse reflection on you as an individual. Rather, it signifies certain provisions of the Navy's Reenlistment Quality Control Program were not met at the time of your release from active duty. Specifically, a prospective reenlistee must attain petty officer status – pay grade E-4 or above – to be recommended.*

We suggest you make an appointment with the commanding officer of your local Reserve center and discuss the matter with him. – ED.

PASS THIS ISSUE ON TO 4 OTHER READERS
BOING!
PEANUTS
tuffy

on the serious side

BT3 Bohdan Fedus



"Are you sure the bos'n said to chip all the rust off?"

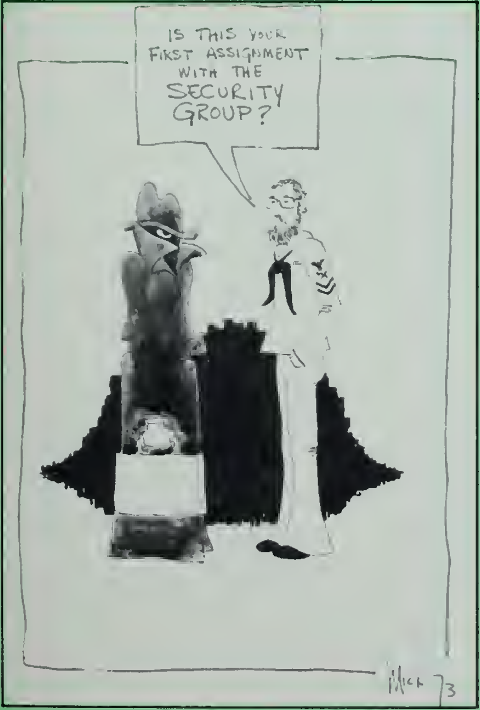
YNC Gerald M. Avera

"Sam, here is a member of the 'NEW Navy,' so make sure he gets a NEW swab and a NEW bucket."

HA Gary McGivney

"Unfortunately, that's not what I meant when I told you to burn a copy!"

CTA2 Michael F. Walsh


IS THIS YOUR FIRST ASSIGNMENT WITH THE SECURITY GROUP?

LCDR Melville C. Murray

"Relax, Wally. It's nothing serious . . . only Madge's first cup of Navy coffee."

TAFFRAIL TALK

It's not that ALL HANDS doesn't want to acknowledge "firsts." Nor that we doubt the numerous claims received almost daily. It's simply a matter of maintaining accuracy within our pages. Too often too many claim too much.

Occasionally, however, there emerges a subject leaving little doubt that it qualifies for the claim-to-fame category. It's a chance we hesitate to take, but in the case of USS *Grayback* (LPSS 574), we are relatively assured (by JO1 John Todd) that this submarine is unique in more ways than being the only boat of her type in the Navy. She claims to be the largest conventional-powered submarine in the world (334 feet long, displacing 3650 tons submerged), capable of operating as an attack sub with torpedoes, although her uniqueness lies in an ability to launch large numbers of swimmers with equipment from large bow hangars.

Those hangars were born in another era when *Grayback* was initially built to carry *Regulus* surface-to-surface missiles (she made the first *Regulus II* missile launch off California in September 1958). But, when the *Regulus* program ended, she was eventually reclassified as an amphibious warfare ship, in August 1968, and now her spacious hangars are used by UDT and SEAL teams, by Marine Recon and Army Special Forces.

Grayback can launch swimmers while submerged or with a "wet deck" — partially submerged. In her special hangars she carries four swimmer delivery vehicles (SDV's) or two SDV's and one high-speed surface craft. No other submarine, she claims, has this capability.

Life support systems for divers on LPSS 574 are among the finest. She carries the largest recompression chamber in the Navy along with oxygen and mixed gases for diving operations, and she's the only U.S. sub that carries her own medical doctor.

She claims also to be the only U.S. submarine that can rest on the ocean floor and still run all interior machinery.

If all this weren't enough, *Grayback* sports one of the freshest paint jobs in the Far East, for certain the first submarine overhaul "makeup" to come out of the U. S. Naval Ship Repair Facility at Yokosuka. During her recent 4.7-million-dollar modernization, *Grayback* received a new 504-cell battery system and modern, radar package. One main engine, the generators, hydraulic system, trim and drain system, evaporators, and air-conditioning units were also overhauled.

We noted some additional facts about the ship's crew that bear mentioning. As of last October, every line officer onboard was wearing silver or gold dolphins which means they are submarine qualified. This apparently is not always the case on other submarines. There also were five NESEP officers among the ranks and the entire wardroom had some enlisted time in service.

And note this: Out of the last 25 men eligible (as of October) for reenlistment, 23 took the oath, many requesting to stay on with *Grayback* and her crew. That's a 92 per cent reenlistment figure which may not rate first in the Navy, but certainly speaks well of what life must be like on board *Grayback*—one of a kind.

The All Hands Staff

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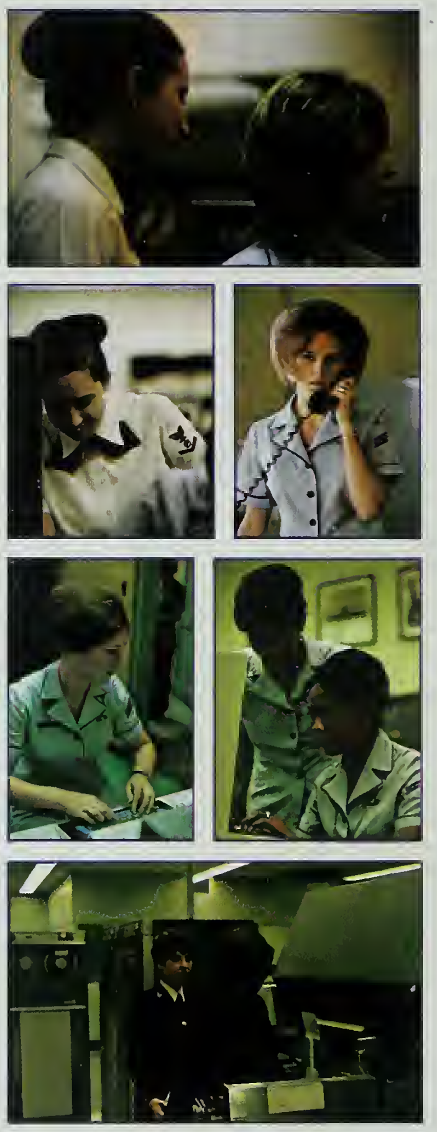
AT RIGHT: LOOK OUT BELOW!—USS Spartansburg County (LST 1192), mouth wide open, lowers her ramp onto a causeway to Blue Beach, Vieques Island, P.R., during the NATO Operation Doria Salute IV. ➡

BACK COVER: Views of today's modern women in today's modern Navy as reflected in the photographs of JOC Bill Wedertz.



WOMEN IN THE NAVY
career opportunity and job satisfaction

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FRONT AND BACK COVERS — INTERNATIONAL TEAMWORK — Hovering over the former Sixth Fleet flagship USS Springfield (CLG 7) during NATO exercises is a Royal Navy helicopter. For more on Navy's nation-to-nation and people-to-people operations, including civic action teamwork around the world, see the stories featured in this issue. — Front cover photo by PHC B. M. Anderson. Back Cover photo by PHC John Gorman.

AT LEFT: PULLING TOGETHER — USS Hassayampa (AO 145) crewmen strain to hold the line during a "dry hose" replenishment exercise.

people helping people

CIVIC ACTION

A bulwark of defense, the Navy's reputation centers on its ability to protect the free nations of the world through use of its ships, planes, missiles and even its research. For some people in the far-flung corners of the world, however, that reputation is vastly different. These people — thanks to the Navy's humanitarian programs — see the Navy not as a fighting force but as a bunch of good guys to have around.

To this end the U. S. Navy has developed an Overseas Development Assistance Program for its humanitarian endeavors overseas and a Domestic Action Program for those within the United States. Overseas development assistance was recently made an official function of the Navy Overseas Presence Mission and is collectively referred to as Navy Handclasp. Domestic Action has DOD sponsorship and is making rapid progress in all of the services.

As it has many times in the past, the Navy has recently called upon its vast resources to help people conduct the business of their daily lives, to assist them in their needs, and to make life a little more pleasurable. In Ethiopia, no less, Seabees aided the locals in several earth-moving projects; in Italy, medics from the Sixth Fleet conducted mass inoculations to prevent the spread of cholera; in Monterey, Calif., public works employees from the Navy Postgraduate School built a castle-playground for the children of La Mesa village; and in Cap-Haitien, Haiti, men from Underwater Demolition Team 21 cleared a harbor that had been preventing that seaport from reaching its full potential for years.

The following notes detail those stories:

Facing page: A path becomes a road to an isolated village in northeast Ethiopia, courtesy of the Navy's Seabees. Above: Navy medics work side by side with Italian medical authorities during the recent cholera outbreak in Naples. Left: A Navy diver works to help blast away a harbor blockage in Cap-Haitien, Haiti. Below: A "Sand Castle" the men of La Mesa Village, Monterey, Calif., built for their children.

ETHIOPIA

Until recently, the green work uniforms of the Navy's constructionmen were not common sights to villagers in Ethiopia's remote northeast province. Now, however, the Seabees and their civic action project equipment are quickly recognizable. Before last summer, only a few Seabees were assigned to the Navy's tenant activities at the U. S. Army Kagnew Station, Asmara, Ethiopia, but with the transfer of operational control of that base to the Navy, the number of constructionmen increased fourfold, to a total now of almost 50.

The initial project which drew the Seabees out into the Eritrean countryside was the completion of an earthfilled dam begun by Army engineers. Once finished, the 150-foot-long dam created a reservoir capable of retaining 80,000 cubic meters of precious water in a countryside that is dust-dry during 10 months of the year.

Even before the completion of Hazoga Dam, the Seabees were centering their efforts on a second dam at Adi Tekelezon. By the end of the rainy season in September, a rock-filled dam with 60,000 cubic meters of reservoir was being used by villagers and their parched livestock.

Proving their versatility to the villagers, the constructionmen next scraped out a road to an isolated hilltop hamlet south of Asmara near an outlying U. S. Navy communication tract at Gura. The winding, narrow path was replaced within a matter of a few weeks by a broad, smooth, year-round road serving the townspeople.

Never ones to neglect the younger generation, the Seabees transformed an irregular, rocky field at an Ethiopian school into a level and now heavily used soccer field. A local area vocational school will be a future project for Seabees in this same area. All of this is just a sampling of what the Seabees in Ethiopia have done and are planning, and when their projects are finished, if ever, everyone will benefit.

Right: An Ethiopian villager toils at the site of Adi Tekelezan Dam, built by Navy Seabees. Below: Seabees level the ground for a soccer field. Right: Road construction in the province of Eritrea. Bottom, left: An earthfilled dam begun by U. S. Army engineers and completed as a rockfilled dam by Navy Seabees. Bottom, right: The dam at Adi Tekelezon built by Seabees is the only water collection point within hundreds of square miles.

NAPLES

A plague or epidemic in today's world is increasingly rare, but it is no less terrifying than the awful waves of death which struck cities and countrysides years ago. That's why when the fear arose that cholera was spreading through Naples, Italy, last fall, officials acted quickly.

Their actions, unfortunately, were not fast enough. Some 200 people became victims, and there were at least 20 reported deaths. As in the days of the great plagues, panic took hold; some citizens broke into pharmacies looking for a preventative, while others marched and built bonfires in protest of the unknown death overtaking them. Religious festivals, soccer matches, concerts, and all public gatherings were canceled. Street vendors began selling lemonade as an erroneous cure for the disease.

The street vendors may have offered some psychological relief for the 2.5 million citizens, but the real help came from medical officers of the U. S. Sixth Fleet headquartered in Naples. Largely through their efforts, more than 200,000 people were inoculated against the deadly bacteria. Medical aid came from the Environmental Preventative Medicine Unit 7; they worked side by side with Italian medical authorities in the use and maintenance of mass immunizations called "cannons for peace." peace."

Immunization doesn't always cure cholera, as the medical officers well knew. Cholera is caused by a bacteria which thrives in impure water; it infiltrates the intestines of the human body and drains away vital fluids. Unchecked, it can cause death in 24 hours. Immunization stems the flow of these vital fluids and allows the body to begin building them back. Consequently, victims may still have a milder form of cholera, but chances of survival are greatly increased.

While a lot of activity swirled about them, U. S. Navy and Italian health officials methodically went about their mass inoculation until the tide turned. The fear of the people and, consequently, the chances of panic, lessened; chances of survival increased.

Left, above: Immunizing Neopolitons against cholera. Left: Preparations for the mass emergency immunization. Facing page, left: Readying the vaccine "gun." Facing page, right: Navy medics fighting the epidemic.

MONTEREY

In the Middle Ages, castles were strongholds of noblemen; today, they may be a man's home. This is not so in the eyes of children living in La Mesa Village, the housing area for Navy families in the Monterey, Calif., area. To them, a castle is an imaginary thing constructed inside the walls of a newly built play area.

Up until recently, the play areas were known as Tot Lots complete with sand areas. There were problems with sand overflows and a general rundown appearance, so the public works department of the Naval Postgraduate School, interested in "Keeping Monterey Beautiful," began improvements through the Self-Help Program.

Designs were drawn up for castle walls around the play areas. Construction was soon complete and the children immediately advanced on the sites. Because of the sand castle contest each year on Carmel Beach, the children have nicknamed the play areas the "sand castle;" however, the "castle" itself is just the walls surrounding a play and story-telling area.

The castle wall design was taken from three plans drawn by Warren Langton, a draftsman in the engineering division of NPS public works. He drew the first two plans from his imagination and former training, but these drawings caused him to engage in some special research in the NPS library. There, the encyclopedia provided him with illustrations, drawings and a narrative description of a castle.

"The wall designs are based on actual structure layouts of typical castles popular throughout Europe, especially those in Normandy," he said.

The "sand castle" is 35 feet in diameter and made of slup stone, a concrete block that looks like stone. It features a pentagon-shaped side with defense turrets at each corner, an elevated main entrance gate with defense platform, a realistic chain-lifted drawbridge over the moat, and even a "postern" or exit gate. In the feudal days when Europe was almost constantly in a state of war, the postern gates were used as an escape route when all else failed.

With beautification in mind, NPS personnel built the castle on undeveloped fill land at La Mesa, situated behind the existing shrubbery on the roadside. The main entrance faces existing open property while a natural back screen is formed by untouched dense virgin forest. The first castle was completed in about 10 working days.

HAITI

A small nation in the West Indies, little known, and sometimes forgotten — although it was the second republic to be established in the Western Hemisphere — has been the focal point for a massive project designed to improve the living conditions and economical structure of its proud and independent people.

In Cap-Haitien, Haiti, 17 men from Underwater Demolition Team 21, stationed in Little Creek, Va., undertook a Navy Handclasp civic action project of enormous proportions. Under the direction of Lieutenant Thomas Steffens, these hand-picked volunteers removed a massive clump of coral in the middle of Cap-Haitien harbor that has threatened visiting ships for centuries. In addition — and even more important to the immediate financial status of the people of Cap Haitien — the frogmen deepened the harbor adjacent to the city's only pier.

The people of Haiti rely almost exclusively on the tourist trade for their financial existence. Of the two cruise ships that make weekly stops there, one was threatening to eliminate the Cap-Haitien stop because of the necessity of anchoring out and inconveniencing passengers. Elimination of the stop would mean the reduction of about half of the city's tourist income.

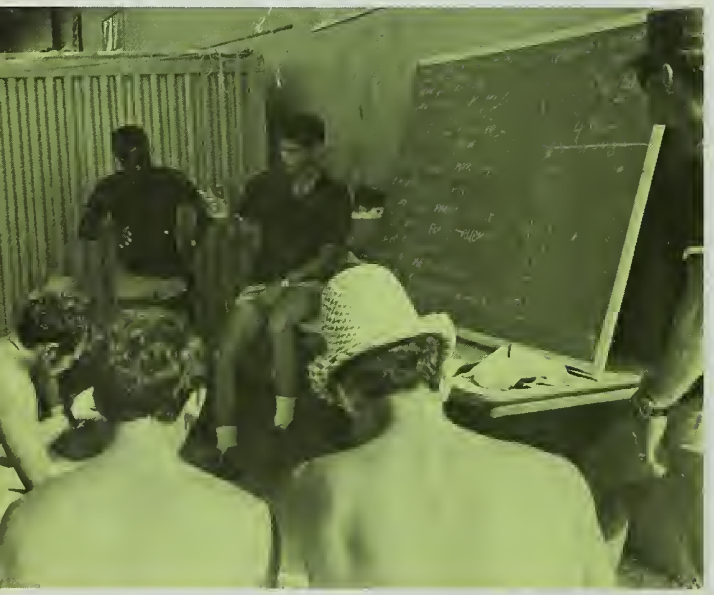
The two-month project to clear the harbor was a joint U. S.-Haiti effort. Improvements made could mean a big economic and social change for the people. It could bring many buyers of the beautiful wood carvings and primitive paintings; visitors to the Citadelle refer to it as the "eighth wonder of the world."

It could also mark the beginning of a new vacation and recreation area where thousands of people could enjoy the benefits of an unspoiled tropical island. Skin divers could discover the wreckages of ships never before located or charted, and explore, too, the underwater life in the crystal-clear water.

A deeper harbor might mean a greater export business for the coffee, sugar and tropical fruits that are so abundant throughout Haiti. All of this potential was in the hands of 17 men whose reward was the knowledge that they were extending the grasp of the "Navy Handclasp."

(The information and photos for these stories, from page 2 through page 9, were provided to ALL HANDS by JOC Bill Locklar, PH2 Gerald T. Leidy and PH2 Ed Hawkins, and PHC Wade Davis.)

Below, left: Briefing UDT 21 prior to blasting the harbor blockage. Below: A Haitian assists UDT 21 in the project. Right: UTD 21 at work on the project to clear a clump of coral from the bottom of the harbor at Cap-Haitien, Haiti. The tank landing ship USS Spartanburg County brought the team to Haiti.



people helping people

YAP

Seabee CIVIC ACTION TEAM

"It's a big job, and hard work, but it's important to the people here," said the lanky, well-tanned lieutenant as he prepared to squeeze his long frame into a well worn jeep filled with tools and other equipment. His green utilities are faded, dusty and also show signs of wear.

The big job Lieutenant (jg) Jim Morrow referred to is the rehabilitation of the 4800-foot runway on the tiny island of Yap, in the Yap District of the Trust Territory of the Pacific Islands (TTPI). Nearly all of the energies of the 13-man U. S. Navy Seabee team which LTJG Morrow, a Civil Engineer Corps officer, heads, have been devoted toward completion of the runway project.

While most other Civic Action Teams in the Trust Territory (three Navy, one Air Force and one Army team) have been busy with the vital people-to-people projects that affect the people directly, Yap's Seabee Team 7413 has largely been concentrating on a single project. Indirectly, however, the benefits are immeasurable to the thousands of residents of the district and hundreds of tourists who visit the island each year.

It is this knowledge, combined with the Seabee's "Can Do" attitude which has pushed the men of 7413 to get the job done before their eight-month deployment ended. The team, on deployment from Naval Mobile Construction Battalion 74, Gulfport, Miss., left the island on 3 December.

The work involved a process known as "soil cementing;" a percentage of commercial cement is mixed with the soil. In this case, tons of coral dredged up from a site on the southern end of the island were packed down by rollers. Add to this some rainfall and you have a hard surface for aircraft takeoffs and landings.

In addition to working on the runway, which was originally built by the Japanese in 1938-39 by forced labor, the Seabees also soil-cemented two 150x200-foot turnarounds at either end of the field. One of the biggest tasks, certainly the dirtiest, involved "breaking" bags of cement. Before the cement can be mixed with the soil, the bags must be loaded into carriers which spread the precise percentage upon the graded coral bed.

Cement dust rises in huge, billowing clouds from the staging area near the runway where teams of men are busy breaking bags of cement. "The dust is, or I should say, can be, deadly," said the lieutenant. Workers sometimes develop an allergy. Those who do, cannot come in contact with the dust floating in the air, coating everything. The men all wear goggles and face masks, but it is still a grimy job.

Sometimes three or four showers in the evening are necessary to rid the workers of the cement after working on the job.

Left: The thatched roof of one of Yap's traditional men's houses. Right, above: A Seabee helps surface the island's new runway. Far right: Navy civic action team surveying for the runway.

In the hot, afternoon sun the men of Seabee Team-7413, joined by a 14-man augmentation unit from Guam's MCB-62, work at a frantic pace to get the runway project completed. Off to the sides and on several surrounding roads, destroyed World War II Japanese *Zeros* sit silent and rusting.

The men work from 0600 to 1900, about 78 hours a week. When work began in July, the team received an extra eight-man group from MCB-1, then the ready battalion on Guam. Later, after MCB-62 took over on Guam, eight other men from 62 replaced the first group, then six more joined the work force.

The team's assistant officer in charge, Chief Equipment Operator Donald Crawford wheels a military jeep to a halt beside us at the edge of the airfield. Sweat runs down his face, and his hat lists precariously on his matted hair. A piece of machinery has broken down again and is giving the mechanics fits, he tells the OIC. Not unusual, it's a tough job to keep the equipment in an up status, especially when everything's being pushed to the limit.

There are other problems: erratic communications, delays caused by lack of repair parts, and some mighty unstable climatic conditions. During September and October there was a total of 28 inches of rain. Downpours carried away much of the rolled-out cement.

The Yap airfield normally handles three commercial flights a week, plus three military resupply flights a month. The easiest way to do the work would have been to close the runway completely. But the runway is this Pacific island's only link with the outside world, so the project was undertaken while the airport remained operational. Only one flight in the middle of the week was temporarily dropped, giving the workers a longer period to work.

While seven-eighths of the team's civic action efforts have been devoted exclusively to the airfield project, they have been involved in a number of other CAT-sponsored projects which have since been completed. The Konifay Road, a narrow, winding, two-and-a-half-mile roadway that stretches through the dense, green jungles on the southern end of the island, was completed. So was a leaching field for the team's camp, near the district center of Colonia.

Although the enormity of the runway project basically stopped all other construction work, Seabee Team 7413 managed to complete a communications center on the island of Iflaik, 450 miles east of Yap. Because of the pressing deadline on the airport project and some logistics problems, the two 3-man crews that worked the job were unable to complete two other structures at the Iflaik site. They did get 70 per cent of the work done on an eight-room school and 10 per cent of the work completed on a water catchment tank.

The first group of men, composed of Builder 1st Class Robert Prokopowicz, Construction Electrician 1st Class William Wilson and Steelworker 3rd Class Julius Norman, departed Yap aboard a field trip ship early last year. It was necessary to take the team's 16-foot *Boston* whaler because the ship didn't have a small boat. Because large reefs surround most of the outer islands, the ship had to anchor out and the Seabee team pitched in with their whaler to ferry people, luggage and supplies ashore. In some places it took as long as 45 minutes to make a round trip.

Twenty-five days into the deployment of the first team, a cement mixer completely gave up the fight and 90 per cent of the cement required for the 38x140-foot school foundation had to be mixed by hand. Concrete was also hand-mixed for both the comm center and tank system jobs.

The second team, headed up by Builder 2nd Class David Markos, consisted of Utilitiesman 3rd Class Wendell Turner and Engineering Aid 3rd Class Richard Ricker. They continued the work begun by the first group and returned to the main camp on Yap by November, to join in the runway completion efforts.

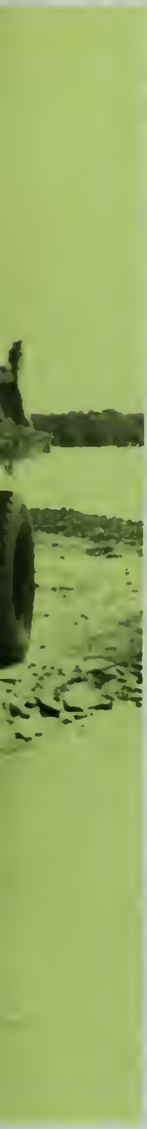
A current Seabee civic action project is the completion of a hangar to house a soon-to-be-acquired airplane of Rev. Edmund Kalau of the Liebenzell, an interdenominational mission. CE1 Wilson and SW3 Norman are working on the hangar which, according to LTJG Morrow, will also be completed before the team leaves Yap.

Rev. Kalau, who came to the island in 1948, began the first Protestant church on the island. A redesigned military hangar transported from Guam will shelter the parson's nine-passenger, twin-engine aircraft. The plane will be used to meet the medical needs of outer islanders in the district.

Above: Transporting coral for the runway. Right, above: A view of native housing. Right: Seabees on the headwalls of the runway. Far right: A road completed as one of the civic action team's earlier projects.

Other members of Seabee Team-7413 include: EO1 James Perkins, EO1 Charles Grainger, CM2 Robert Minckler, CM3 Ralph Lynn and HM1 Phillip Armstrong. Petty Officer Armstrong, who was called away from the team on emergency leave, spent much of his time teaching a first aid course to outer island health aides and assisting the medical staff on Yap.

The MCB-62 contingent, headed up by EO1 Gerald



Marks, also includes EO3 Doug Evans, EOCNs Steve Hansen, Douglass Smith, Daniel Hervieuz and Leonard Deweese, BUCN Craig Jordan, BUCAs Walter Ellis, Timothy Coghlan and Kenneth Sims, CMCN Ross Bibber, EACN Glen Wondergem, and CAs Michael Fosselman and Dale Breisbach.

For the men of Seabee Team 7413 the job is over and home is now a little bit closer. There has been nothing but praise for the hard work and traditional Seabee spirit displayed by the men of the team and the augmenting unit.

—Story and photos by JOC Bill Wedertz, USN

INTERSERVICE TRAINING

The Army and Navy have been doing a little trading lately in the area of training, and the reciprocal program has been paying off in big dividends.

During the winter, the Navy's SEAL Team Two receives instruction, for example, in downhill skiing from the Army Special Forces; the courses are part of the SEALs' winter warfare training. In turn, SEAL Two has returned the favor by conducting a class for the Green Berets in their Navy specialty — underwater swimming.

The training on both sides is personal, extensive, and given in minute detail. It must be that way, for it could mean the saving of life.

In both cases, the working environment is water, either liquid or frozen. Underwater, if your oxygen supply is cut off, if your swim buddy develops cramps, you must react automatically; you must be conditioned. Conversely, if you or a buddy are immobilized in a cold environment, you won't have much time before freezing sets in and the power to save yourself will be lost.

None of these situations is peculiar to either the Army or the Navy. Consequently, each has asked the other for help. For this operation, the Navy has provided one of the most expert units in underwater swimming, the SEAL Team. In turn, the Army has come up with the highest degree of expertise in land warfare operations — the U. S. Army Special Forces.

"There's a great feeling of admiration for the Green Berets among our men," says Chief Boiler Technician S. W. Hulse, a member of the SEAL Team based in Little Creek, Va.

Hulse, an athletic man, says training the Army in the art of scuba diving was a challenge to his instructors. "It's doubtful that the Green Berets could qualify for our UDT or SEAL training because of their limited backgrounds in swimming. But they were in great shape, and their military training for Special Forces has conditioned each man both physically and

mentally to complete successfully the type of training we can provide."

Preparing for their first underwater excursion, the Green Berets — all nine of them — were somewhat nervously asking questions. Their instruction had included an intensive classroom program followed

Left: Green Berets and SEALS provide interservice training in their special skills, Note that some Navymen like the one shown here wore berets, too.

by training pool sessions using underwater equipment.

The extensive background developed was designed to impress upon each man the importance he had to place on his partner while performing tasks beneath the surface and of the dangers which exist with equipment and foreign objects. Hospitalman 1st Class M. N. Perez, a SEAL Two instructor, indoctrinated the students on the most common diving diseases, those primarily caused by faulty equipment, rapid ascents, etc. It became apparent that the trainees had begun to feel some of the pressure they would endure during the training period.

"But," Chief Hulse says, "these men are good, they're willing to learn and they have good attitudes. Of course, they were slightly apprehensive, at first, but our job was to change that hesitation into confidence in a few days."

Indeed, after the first week of training, it appeared that the Army men had improved steadily. Their progress had been rapid, and a check with the boat coxswain who ferried them out into Chesapeake Bay for their first dives proved enlightening.

"I thought they were in the Navy," Seaman Apprentice Roy Frejo of Coastal River Squadron Two said when he saw the Green Berets. "They looked like just another group from one of the UDT or SEAL teams. I was really surprised. I didn't know they were Green Berets until later. They hit the marks on the beach perfectly and there didn't seem to be anything different about them from any other group of underwater swimmers."

In a single week, the trainees had progressed to a competent level as scuba divers. By the course's conclusion two weeks later, each man had covered eight nautical miles underwater. Personalized attention to each student was of paramount importance. There was at least one instructor for each student during the majority of the diving operations.

At a group meeting, the men noted that the special attention each received was the primary reason they had been able to adapt so readily. During a "harassment" exercise in the Little Creek training pool, the students swam about while their instructors made "attacks" on them, cutting off air supplies, fouling masks and the like. During this period, there were 10 instructors for the nine trainees.

"This personalized approach is extremely important," Hulse says. "By having someone close to help each man, it shows each student that someone really cares about how he is progressing."

Hulse admits that the trainees are nervous and a little bewildered, but, he says, "We try to use as much patience as possible to make sure the men understand their total involvement with the operation. After all, if something goes wrong beneath the surface, you have to stay calm and diagnose the problem."

The special group of nine Green Berets, all stationed at Fort Devens, Mass., returned to their base following the instruction. The senior man, Captain Stephen Wood, is an expert swimmer and commands a special scout swimming team. "But the difference between swimming on top of the water and below the surface is great," he says.

The training went from four days of classroom and pool training to the Chesapeake Bay for underwater swims, most ranging from 500 to 1000 yards. On the last day of training, a 500-yard swim was used as a final test. No one appeared concerned about it, however, and graduation was slated for that afternoon.

"By that time," Hulse says, "500 yards came easy. We knew they could do it, but we wanted to keep them in the water as much as possible. The more underwater swimming they can do, the better they'll become. As in many cases, experience means an awful lot to becoming proficient."

As for the Green Berets themselves, there are few means to judge just how much training they did receive during the three-week stay at Little Creek. Continued underwater evolutions will determine that. But they left with the self-confidence that Hulse promised the Navy would produce.

—Story by SN Nelson Brown
—Photos by PH2 Joseph C. Leo

Left: With their SEAL instructors looking on, the Army's elite ready themselves for their first long-distance encounter. Top: A SEAL instructor prepares the nine trainees prior to their first saltwater compass swim. Above: On-the-spot critiques contributed to the rapid progress made by the trainees. Right: Instructors keep track of each student by his indentifying pennant.

Thomas J. Gary Joins the Tunisian Fleet

Right: USS Thomas J. Gary (DER 326), recently given to the Tunisian Navy and rechristened President Bourguiba (E 7).

On 22 October a chapter of U. S. Navy history ended while a whole new volume was begun for the Navy of the Government of Tunisia. At the Quay d' Honneur, Bizerte Naval Base, Tunisia, late in the afternoon, USS *Thomas J. Gary* (DER 326) was decommissioned, transferred to the Tunisian Navy, and commissioned as *President Bourguiba* (E 7), flagship of the Tunisian fleet.

The high endurance *Edsall*-class destroyer escort radar picket ships, of which *Gary* was the last to see active service, were a small class of escorts originally commissioned for convoy duty during World War II. Because of their long range and extended endurance, several received thorough structural, mechanical and electronic configuration changes in the mid-1950s. After being recommissioned as DERs, they served in both Atlantic and Pacific fleets performing tasks which made use of their unique capabilities. Employed in the North American Air Defense Command, Antarctic operations, Market Time, and other special tasks, on missions averaging 30 days' duration without refueling or replenishment, the DERs time and again revealed their extraordinary capabilities and efficiency.

A standard-bearer by any comparison, *Gary* served as flagship for a number of operations, including Operation Thresher in the search for the lost SSN, and for Commander Destroyer Division 601 and Commander Destroyer Squadron 18. As *President Bourguiba* (E 7), ex-*Thomas J. Gary*, continues this cherished tradition as the Tunisian Navy's flagship, under the command of the Chief of Tunisian Naval Operations, Captain Bechir Jedidi.

In preparation for *Gary's* transfer, her crew was

Left: A Gary crewmember helps a Tunisian sailor to become accustomed to his new ship.

augmented by 31 petty officers of the future Tunisian crew, and the new executive and engineering officers LT Chadli Cherif and LT (jg) Azzidine El Hammini.

Joining the ship during a month's tender availability in Charleston, S. C., the Tunisian crewmembers spent days learning their new ship, her characteristics and her equipment. Leisure time was used touring and sightseeing in Charleston and its historic environs. For most, it was their first visit to America, but all displayed a very complete knowledge of the United States and her history.

In the final days before *Gary's* departure, crewmembers of both navies were honored to receive the Tunisian Ambassador to the United States, Salahadinne El Goulli. After touring the ship and meeting individual sailors, both Tunisian and American, Ambassador El Goulli remarked that such combined efforts as *Gary's* transfer, which involve not only nations' governments and navies, but also personal contact among individuals of separate countries, foster the type of understanding and friendship which help to unite the free nations of the world.

Gary's last commanding officer, LCDR Charles E. Ryan, expressed regret at the loss "not only of a capable ship from the forces of the U. S. Atlantic Fleet, but also seeing the last of an entire class of ship and its special capabilities."

But satisfaction and confidence were expressed that for the ship, still in excellent condition, "many more years of useful service lie ahead."

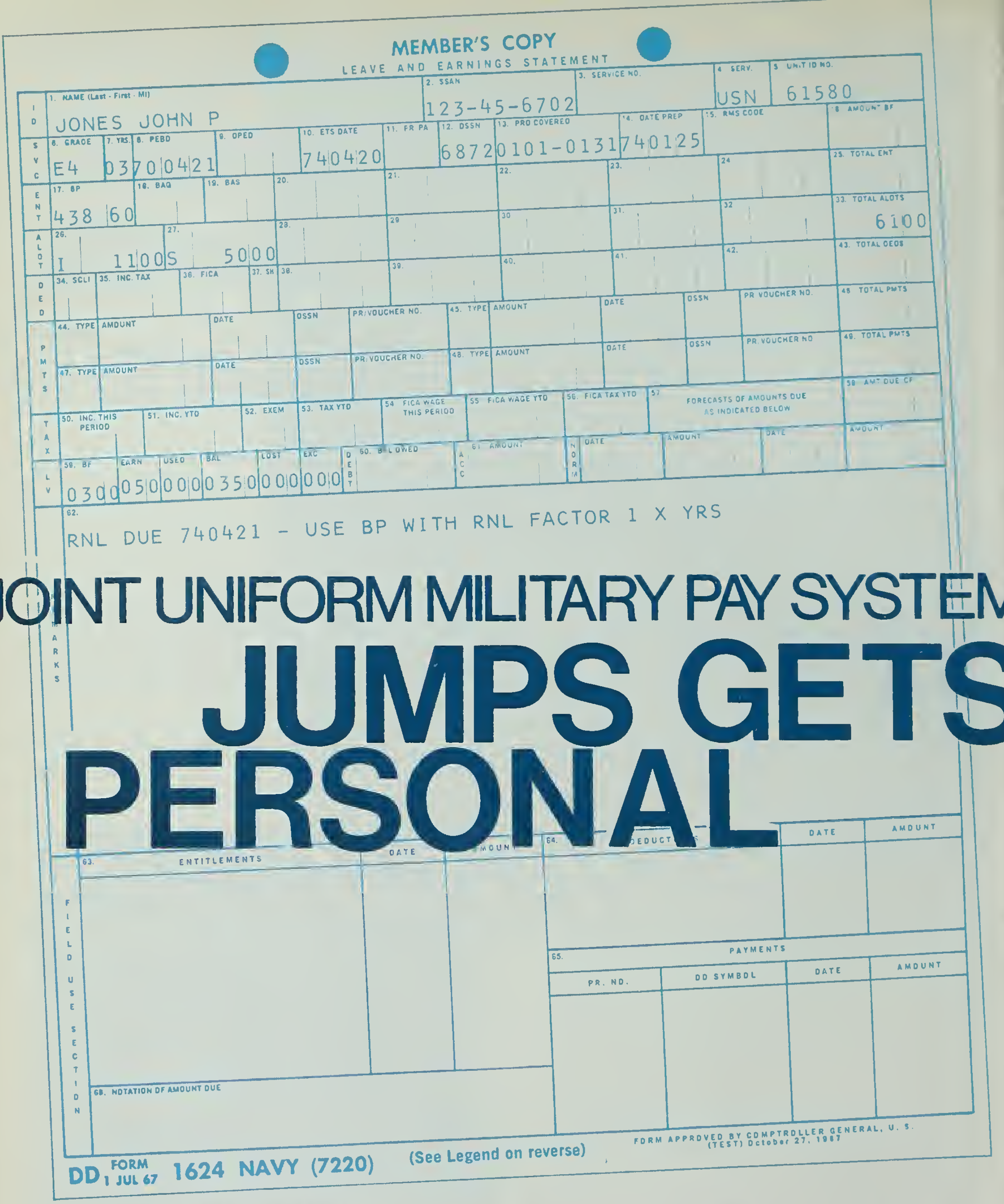
It was with the mixed feelings of forlornness over departure from their ship and their friends, and pride in having, once again, proven *Gary's* matchless ability to perform any assignment, that ex-*Gary* crewmembers boarded a commercial Tunisian flight for the first leg of their homeward trip.

—Photos by PH1 M. Putnam, PH2 G. Weeks and PHAN K. Catlett

Right: U. S. Navymen instruct the Tunisians on operational procedures aboard the Gary before turning her over to their fleet.

JOINT UNIFORM MILITARY PAY SYSTEM

JUMPS GETS PERSONAL



MEMBER'S COPY
LEAVE AND EARNINGS STATEMENT

1. NAME (Last - First - MI): JONES JOHN P
2. SSAN: 123-45-6702
3. SERVICE NO.:
4. SERV.: USN
5. UNIT ID NO.: 61580
6. GRADE: E4
7. YRS.: 03
8. PEBD: 700421
10. ETS DATE: 740420
12. DSSN: 6872
13. PRD COVERED: 0101-0131
14. DATE PREP: 740125
17. BP: 438 60
26.: I 11 00
27.: S 50 00
33. TOTAL ALOTS: 61 00
LV: BF 03 00 | EARN 05 0 | USED 00 0 | BAL 03 5 0 | LOST 00 0 | EXC 00 0
62. RNL DUE 740421 - USE BP WITH RNL FACTOR 1 X YRS

REMARKS

FIELD USE SECTION
63. ENTITLEMENTS | DATE | AMOUNT
64. DEDUCTIONS | DATE | AMOUNT
65. PAYMENTS: PR. NO. | DD SYMBOL | DATE | AMOUNT
66. NOTATION OF AMOUNT DUE

DD FORM 1 JUL 67 1624 NAVY (7220) (See Legend on reverse)
FORM APPROVED BY COMPTROLLER GENERAL, U. S. (TEST) October 27, 1967

The Personalized System

What does JUMPS really mean to the individual? What's more important — what will it do for you?

The answer to both questions is that JUMPS is a very personal thing to every member of the Navy. It affects the pay of each man and woman in the Navy.

There are few things more important than *pay* — which is what JUMPS is all about. JUMPS is being developed to compute centrally and maintain the pay and leave accounts of every Navy man and woman and to provide monthly notification of leave and pay due.

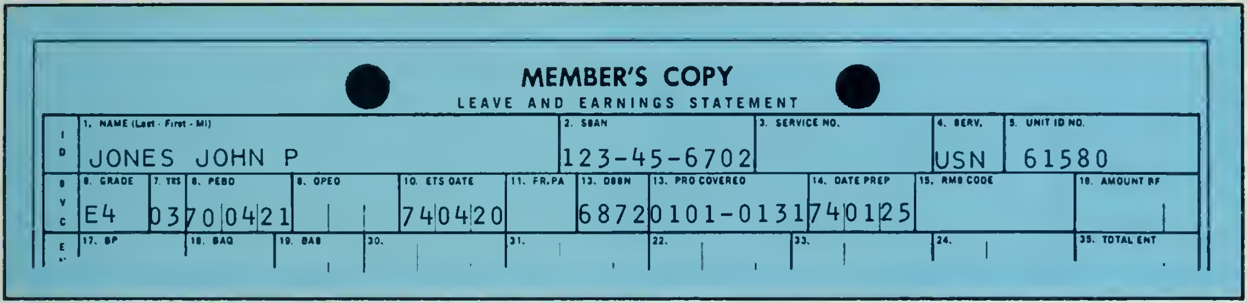
"Monthly notification" means just that — each month and to each member! Let's take a look at this "notification" — the Leave and Earnings Statement (LES) — and find out what it tells us, as well as what it can do for us.

The Leave and Earning Statement

Every enlisted man in the Navy should have received his first LES sometime in January 1974. It came from the Navy Finance Center, Cleveland (NAVFINCEN), and you should now be receiving a new one every month. If you did not receive an LES, contact your local disbursing officer and find out why not.

This first LES did not contain all the information that it is intended to provide, since JUMPS is not scheduled to be fully operational until early 1975. But, the LES you are now receiving does contain certain valuable information for you.

First of all, the LES contains all the details necessary to personalize it for each Navy member — your name and social security number, as illustrated. Here's a box-by-box description of what follows:



MEMBER'S COPY

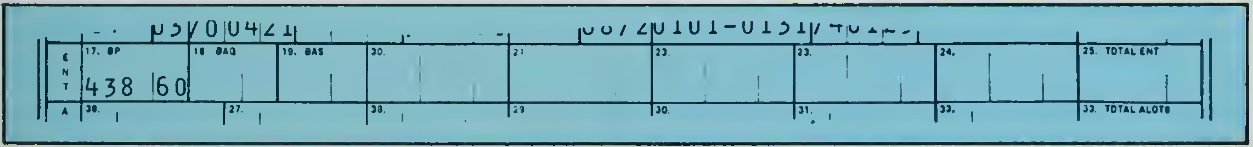
LEAVE AND EARNINGS STATEMENT

ID	1. NAME (Last - First - MI) JONES JOHN P	2. SSAN 123-45-6702	3. SERVICE NO.	4. SERV. USN	5. UNIT ID NO. 61580

SVC	6. GRADE E4	7. YRS 03	8. PEBD 700421	9. OPED	10. ETS DATE 740420	11. FR.PA	12. DSSN 6872	13. PRD COVERED 0101-0131	14. DATE PREP 740125	15. RMS CODE	16. AMOUNT RF

E	17. BP	18. BAQ	19. BAS	20.	21.	22.	23.	24.	25. TOTAL ENT

- Blocks 1, 2 and 4 should contain no surprises, but block 5 may be something new to you — the Unit Identification Code (UIC) of your *present* activity. This five-digit number is more important than it looks, because it's the key to Navywide distribution for all LESs. NAVFINCEN prepares the LESs on a monthly basis and forwards them to the local disbursing officers in accordance with the UICs they service.

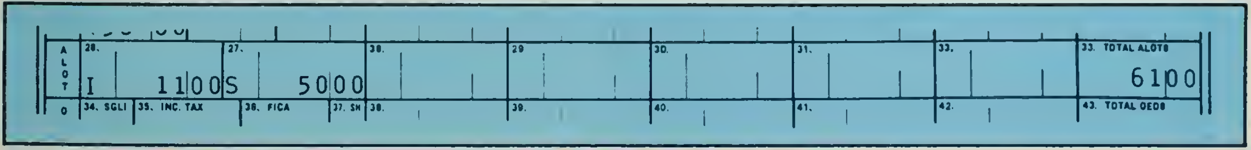


ENT	17. BP 438 60	18. BAQ	19. BAS	20.	21.	22.	23.	24.	25. TOTAL ENT
A	26.	27.	28.	29.	30.	31.	32.		33. TOTAL ALOTS

- LES blocks 6 through 8 should not be new to you but you should verify that this information is correct. If it is not, check with your personnel officer; he can get it corrected for you.

- Block 9 will not be used until "full JUMPS."
- Block 10 is the "Expiration of Term of Service" better known as the "EAOS" date.
- Block 11 is not being used.
- Block 12 is the one-of-a-kind Disbursing Station Symbol Number (DSSN) assigned to your disbursing officer—one of your "main men" in this system.
- Block 13 itemizes the period (in this case, 1 Jan 1974 to 31 Jan 1974) for which your LES was prepared on 25 Jan 1974 (block 14). Complete identification service data and periods covered are thus wrapped up in two lines. There is no way your personalized LES can be mistaken for another.
- The men with a Mark 1 eyeball can immediately spot the next important aspect of the LES, and that's your entitlements (blocks 17 through 25). Prior to "full JUMPS," only certain of these pay items will be shown. Block 17 — your *basic pay* — should be filled in on your current LES. Sometime soon, block 18 (*Basic Allowance for Quarters*) will be completed. However, the entire line will not be filled up with Special Pay, Incentive Pay, and all the other pay and allowances to which you are entitled until "full JUMPS" is in operation a year from now.
- Under the old axiom of "what comes in must go out," or something like that, the discerning individual of good taste will immediately recognize the next LES line for what it is, *Allotments*. On your current LES, blocks 26 through 32 will show your allotments in effect as of the last day of the month covered by the LES.

A one-letter code indicating the type of allotment will precede the monthly allotment amount, for example, "D" for dependency, "S" for savings, "I" for insurance, etc. Allotments which will be stopped or will normally terminate on the last day of the LES



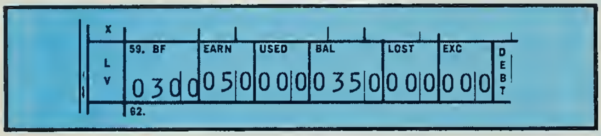
ALOT	26. I 1100	27. S 5000	28.	29	30.	31.	32.		33. TOTAL ALOTS 6100
DED	34. SGLI 35. INC. TAX	36. FICA 37. SH	38.	39.	40.	41.	42.		43. TOTAL DEDS

JUMPS GETS PERSONAL

month will be shown, together with appropriate remarks, in block 62 (Remarks).

If a member has more than seven allotments, the seventh and additional allotments will be grouped in block 32 and individually identified in block 62 (remarks).

- The next four lines on your LES will not be filled in until "full pay" JUMPS is implemented. When filled in, the *deduction* line ("DED") will show deductions from your pay for Servicemen's Group Life Insurance (SGLI), income tax and social security tax (FICA). The payments line ("PMTS") will show actual amounts paid to you on specific paydays. Finally, the tax line will give you monthly notification of how much income tax and social security tax was withheld for the month and the cumulative amount withheld since the beginning of the year.
- The next line, the leave ("LV") line should be filled in on the LES you are receiving at this time.



X							
L V	59. BF 0300	EARN 050	USED 000	BAL 0350	LOST 000	EXC 000	DEBT
	62.						

Each Navy member knows he normally earns two and one-half days' leave each month, but how does he keep track of it and plan ahead for those special occasions we all enjoy going to, participating in, and recovering from. Now the answer is the LES, block 59.

Each month, your individualized LES itemizes your leave brought forward (BF), the cumulative leave you have earned (EARN), and the cumulative days of leave used (USED) since 30 Nov 1973, the date of conversion to the automated leave accounting system or your date of entry in the Navy if you entered since 30 Nov 1973. Your LES also shows your leave balance at the end of the period covered by your LES.

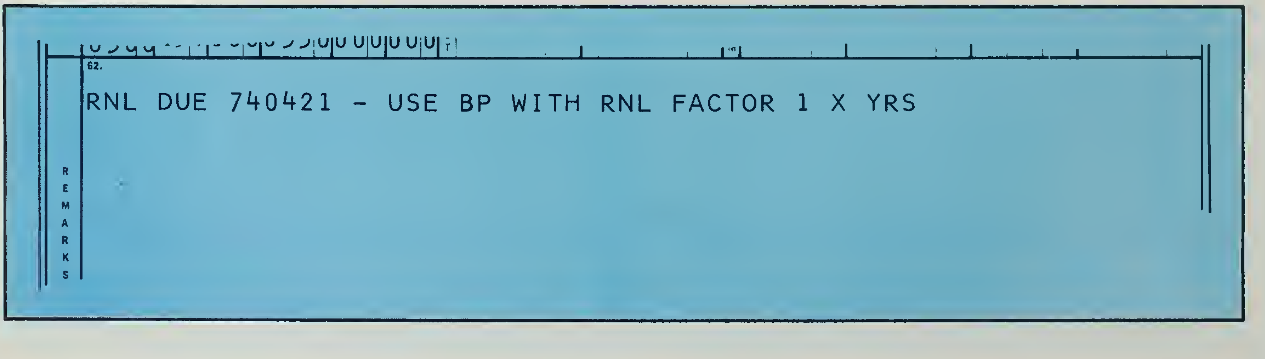
An adjustment for lost leave (LOST) will normally appear on your LES covering the month of July and is used only when a leave balance is reduced to 60 days on 30 June, the end of the leave year (90 days for hostile fire saved leave). Excess leave (XCS) is used only when a member's pay is checked for excess leave and is cumulative for your enlistment or tour of active duty.

- Now look at blocks 57 and 58. These blocks will not be used until "full pay" JUMPS next year; however, these will be the most important blocks to you. Block 58 is the sum total of the "total" blocks above it and will show the *amount of pay due* you on the last payday of the month. Block 57 will forecast how much you should receive on the *next two paydays*. This block will show how much you will receive if you have a longevity pay increase due, the effect of allotment starts and stops, tax withholding changes, etc. In short, when JUMPS is fully implemented it will provide you with a handy tool for planning your personal finances.
- Last, but certainly of primary import, is block 62 — *REMARKS*. Within this sacred area will be those notations mentioned above, plus many more. The important thing to remember here is that each remark pertains to you only — not some other guy or gal or the Navy in general and deserves your undivided attention.

In our illustrative case of Petty Officer Jones, he is being told that his first shipover will be possible on 21 Apr 1974, and a three-year reenlistment will earn him a bonus of $1315.80 ($438.60 X 1 X 3 yrs, = $1315.80).

And there you have it. The beginning of a personal financial statement for every Navy member, complete with leave balances. Admittedly, it's only the beginning, but present plans call for all the blanks being filled very soon. And this means that your LES will take on new dimensions each time another "behind the scenes" step is taken. The best way for you to track this action is to retain your personal LES, not only for personal financial and leave management on your part, but also for comparative purposes over the long haul. This LES accumulation will provide you with a handy tool to manage your personal affairs.

The LES, which is so important to you personally, comes in two copies. One copy goes to your local disbursing officer which he will use after "full JUMPS," as a precomputed pay record. The other copy, of



62.

REMARKS

RNL DUE 740421 - USE BP WITH RNL FACTOR 1 X YRS

course, is your copy. The local disbursing officer will use his copy of the LES to determine the pay due and make local payment as before.

Now that you know what JUMPS and the LES mean to you, how about what it will do for the Navy? JUMPS, as an automated pay system, will provide more timely, more accurate, and more detailed information on how much and in what manner money has been spent for pay and allowances. It will reduce peak workloads locally in that the six-month renewal of pay records will no longer be required and W-2 tax statements will be produced by the computer at Navy Finance Center, Cleveland. JUMPS will be more accurate and consistent in pay computation, thereby reducing over- and underpayments which are costly to the Navy as well as a burden on the individual.

Present plans call for the final implementation of full JUMPS for all officer personnel in October 1974. All enlisted members will start under the "full pay" JUMPS mode in early 1975. This means some dedicated footwork and a lot of hard work for disbursing and personnel officers as well as the Navy Finance Center, Cleveland. Some extremely capable people, however, are doing their best on behalf of the system. Meanwhile, we can all boost things along by staying abreast of what's happening. Each of us can contribute by ensuring that our pay-related matters are reported promptly and accurately — timeliness is next to cleanliness with JUMPS. And, finally, each of us will benefit immeasurably by the improved accountability of our resources.

Further JUMPS information can be obtained by contacting your local disbursing office.

The Men Behind the Badge

NIS

NAVAL INVESTIGATIVE SERVICE:

The Counterintelligence and Investigative Arm of the Navy

The building is deserted for the weekend – the plans office empty except for one man who has lingered. Confident he is alone, he slips four documents from a Top Secret safe and quickly copies them. The duty watch sees nothing amiss as the individual – a Navyman in uniform – leaves the building and rapidly crosses the near-empty parking lot to his car. A rendezvous is scheduled with a foreign intelligence agent in another city; timing is critical.

Once on the freeway, he speeds up, then stops unexpectedly along the shoulder to make sure no one is following him. There's no room in this game for carelessness, and the cash payoff will be big – more than enough to get his creditors off his back.

The payoff is not long in coming – life in prison for a series of acts of conspiracy to commit espionage. At the trial he learns that his movements on that day, and many previous days, had been carefully observed by federal agents, aware for months of his spying activites.

Mission Impossible stuff? Or is there really an army of James Bond types keeping all such Navymen under surveillance?

The answer is neither. Although the facts in the case are true, the Navy has no shadow legion behind every stanchion. But it does have the Naval Investigative Service (NIS) whose agents, in conjunction with the FBI, were responsible for the many carefully planned investigative steps that led to successful prosecution.

What Is NIS?

Brushing aside the mystique, NIS is simply a corps of hardworking professionals who quietly go about the daily business of criminal and counterintelligence investigations for the Navy.

"Our mission is a straightforward one," says NIS Director Captain Barney Martin. "We operate a worldwide organization with a team of highly skilled officers, enlisted and civilian specialists whose job is to respond to the Navy's needs in these areas. We are a service organization, purely and simply."

Right: NIS special agents afloat support all elements of the task force to which they are assigned, sometimes highlining from ship to ship.

NIS was established as a field activity of the Naval Intelligence Command in 1966, with headquarters in the Washington, D. C., area. It is divided into 11 Naval Investigative Service Offices (NISOs), or regional headquarters. These range from London, across the U. S., to Japan. NISOs are further divided into Naval Investigative Service Resident Agencies (NISRAs). NISOs and NISRAs are maintained in areas of high Navy and Marine Corps concentration such as Norfolk and San Diego.

The Special Agent Afloat program also sends NIS agents to sea for six-month tours in aircraft carriers. Working closely with command, they provide the ship with full-time professional service.

"The program isn't new," CAPT Martin stressed. "It has evolved since 1966, and we now have an agent supporting each of our Navy's carriers. They have the full backup of the organization for evidence processing, lead coverage, and as much help as they need. This is true for every one of our men behind the badge."

What They Do—and Don't

The Assistant Director for NIS Operations, Mr. Earl S. Richey, said about policy:

"Our work involves only matters directly related to the Navy and Marine Corps and most of the cases involve matters of felony gravity — that is, serious offenses punishable under the Uniform Code of Military Justice.

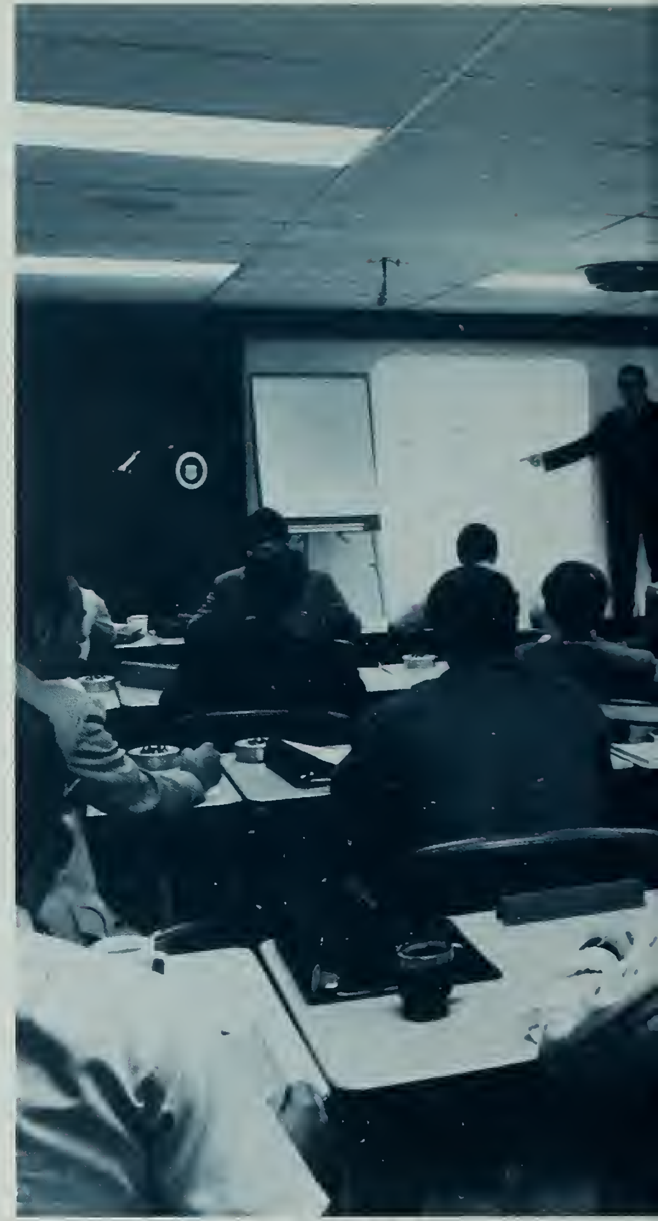
"NIS jurisdiction and responsibilities are very carefully defined by higher authority," he explained. "We don't, for example, investigate civilians unless they have a DOD connection. Neither do we initiate investigations on our own. We respond to command requests, and the reports go back to that command for whatever action they consider appropriate."

Personnel security investigations were transferred from the three services to the Defense Investigative Service in 1972, leaving the NIS free to concentrate solely on solving complex criminal and security matters. These run the gamut from arson, murder and assault to compromise of classified information. Occasionally incidents may be investigated that, by themselves, are not major, but when added together can have serious impact on morale — such as a large number of locker thefts aboard ship, or a series of threatening telephone calls to the wife of a sailor at sea."

What, then, is a typical case?

"There's really no such thing," the Assistant Director for Operations explained. "Every situation is different. We do have a standard approach, in that we're a fact-finding agency, and we try to resolve the basic questions: who? what? why? where? and how? When we find the answers to these, we usually find the answer to the problem."

There is no time limit to finding these answers. In 1969, an armed robbery took place at the American Express Bank at the Sangley Point, R. P., naval station. The gang took $57,000 and easily lost themselves among the 7000 islands of the Malay Archipelago. There was little information with which to track their movements. The NIS books remained open for nearly four years until Philippine law enforcement authorities, working closely with NIS agents, rounded up the last gang member.



Seeking out answers can also lead down unlikely paths. A case that began with the smuggling of automatic weapons into the United States ultimately led to the breakup of a major Asia-based narcotics ring.

Acting on a command request, NIS agents learned that a group of Navymen in the Republic of Vietnam had concealed two pounds of narcotics in a set of

Incident to one of the apprehensions in this case, a .38 revolver was taken from a suspect at Saigon's Tan Son Nhut airport. The serial number had been filed off, but the sequence was restored by laboratory techniques and run through the data banks of the FBI's National Crime Information Center. The report revealed the gun had been stolen two years earlier in the robbery of a Montana sporting goods store. This information was turned over to Montana authorities for follow-up.

Narcotics investigations account for a large part of the NIS caseload. They led to seizures by the NIS of nearly $700,000 worth of illicit drugs in 1973, and there are indications the figure may well be exceeded this year.

Glamorous as it may sound, the job of gathering evidence is in reality a painstaking process, often involving hundreds of hours of legwork and study in the collection of facts — from interviews, recorded interviews, stakeouts and the like.

Above: Prospective agents receive intensive training at the NIS Academy in Washington, D.C. Right: Data Systems Terminal Equipment at NIS Headquarters is manned 'round the clock.

scuba tanks for shipment to the States. An attempted sale went awry when the material was contaminated by metal filings from the tanks. The group shifted to sealed plastic bags hidden in a night vision device. One member flew to California using false travel orders to set up another sale. NIS worked in coordination with other law enforcement agencies around the clock monitoring the group's movements and running down, literally, hundreds of leads. Evidence was carefully built up, and the case culminated with apprehension and simultaneous arrests on both sides of the Pacific during an attempted sale to a civilian buyer in San Diego. In all, eight members were convicted of conspiring to import a controlled substance (heroin) and sent to federal prison.

Sometimes the job doesn't end after the facts are gathered. "Just getting rid of things after the judicial process can be a problem," said one special agent. "One time we had 800 pounds of opium in an evidence locker, ready for destruction. When we went to get it we found the air-conditioning had broken down and the opium had melted all over the deck. We spent three hours with paint scrapers collecting it all over again."

Besides solving cases, the NIS also helps prevent them. Headquarters gathers and analyzes data from agents' reports, the Department of Defense, police departments and other sources. Information gleaned from this data can show potential trouble spots. Commands and others concerned can be warned, hopefully, in time to head off trouble.

The NIS serves the Navy on many fronts. As part of the investigatory process, it serves as the liaison point between the Navy and all federal law enforcement agencies, as well as state and local police departments and foreign agencies. NIS agents are also kept busy giving ships' crews anti-drug presentations and port security briefs on what to expect from foreign intelligence activities overseas and how to avoid giving out sensitive information.

The NIS Team

People — Navy and civilian, men and women — with varied backgrounds and different talents make up NIS. But, no matter what their background, the common bond each shares is a sense of teamwork — the recognition that each is dependent on the other and each is equally necessary to getting the job done.

Military command and support personnel are largely drawn from the ranks of intelligence specialists. Officers with an intelligence designator usually serve at least one tour with NIS as a normal part of their career pattern.

Enlisted specialists perform a variety of jobs — working with the NIS reporting and communications system, running local agency checks, giving special briefings, or synopsizing investigative data. As an NIS team member, he may find himself photographing a crime scene for evidence one day and manning a mobile radio base station the next — frequently, he must do all these jobs (and more) at isolated foreign duty posts.

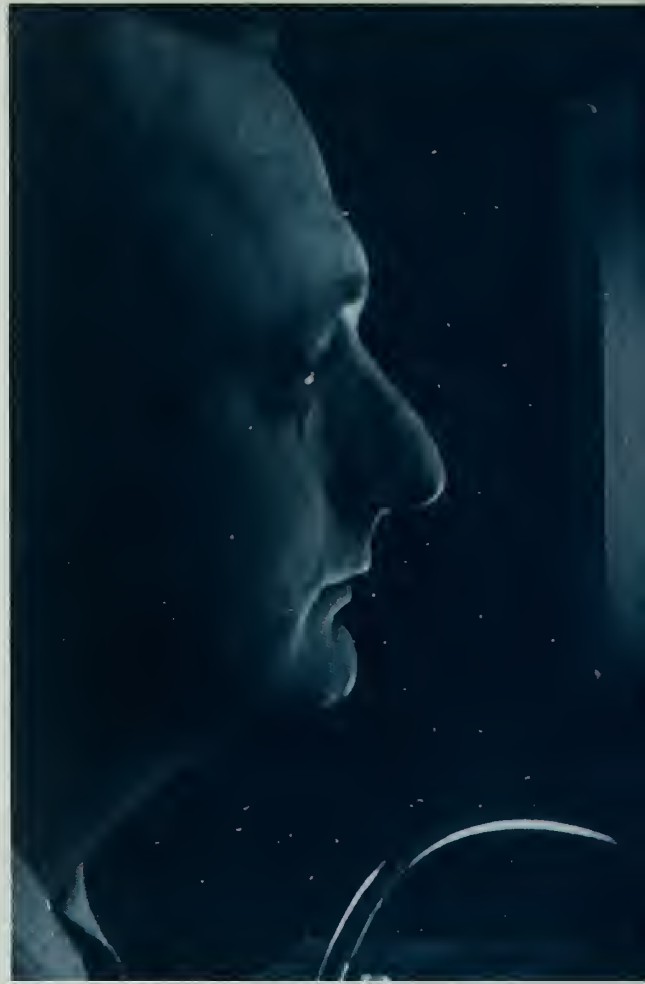
"We go where the action is," CAPT Martin explained, "wherever the operating forces need our help. But sometimes getting there isn't that easy."

What do you do when a call comes in to apprehend a murder suspect on an ice floe inside the Arctic Circle? What the NIS team did was set the wheels in motion that had two Special Agents en route within hours, in a scenario complete with airborne helo refueling — the first of its kind ever attempted in the Arctic.

On the other side of the world, the NIS office in Pearl Harbor received a request from Marine Corps authorities to locate and interview a former officer on an important investigative matter. The support team responded at once and a Special Agent was on his way. Ten days and 21,000 miles later the agent found his man — at a remote mining camp in Western Australia's Great Victoria Desert.

The Special Agent

Problems like these are not an everyday occurrence, but there are few surprises for the men who make



Top: Special agents are trained in all phases of scientific investigation. Left: Dusting for fingerprints is only one part of a careful crime scene examination. Above: Firearms qualification is a regular part of NIS Special Agent training.

up the front lines of the NIS — the Special Agents.

Lawyers, engineers, law enforcement specialists — they come from a wide variety of backgrounds and are carefully screened to meet exacting standards. The NIS associate director, Mr. John Lynch, said of the qualities looked for in a Special Agent. "There are some basics that all our people must meet, — age, education, physical stamina. Beyond that we look for more elusive qualities: alertness, an even temperament, good deductive reasoning powers — common sense, if you like. But no two agents seem to come from the same mold."

Sometimes the differences in background pay off in unexpected ways. A case involving a threatening letter, for example, was broken by a Special Agent with an expert knowledge of philately (stamp collecting). He was able to match a single corner perforation on a stamp with another in a suspect's possession.

Becoming an NIS agent is no simple matter. Prospective agents must be U. S. citizens between ages 21 and 40, have a college degree, unquestionable background and be in excellent physical condition. Career motivation is another element weighed by interview boards as part of the intensive screening process of the thousands of applications received.

Nor is it the easiest way to earn a living. The average civilian Special Agent can expect seven or more transfers during a 20-year period. At least one tour will be spent at sea with the Special Agent Afloat program. Several foreign tours may be in the offing since 30 per cent of the agent force is stationed overseas at any given time. Overseas tours last three years or more and the agent normally lives on the local economy.

Agent Training

Once an individual is hired he receives the best of training. It is rigorous and continuous. The new man usually begins with six months of on-the-job training in the field. Working alongside a seasoned journeyman, he learns the NIS methods and procedures.

Then he goes into a rugged five-week basic training course taught by experienced NIS agents at Washington headquarters. Through classroom and laboratory work he learns such diverse things as constitutional guarantees to the individual, self-defense, criminal law, firearms proficiency (a must, with requalification required every three months), apprehension techniques, basic photography, fingerprinting, protective services, investigative theory, and more before returning to the field.

A heavy dose of street experience follows in all types of complex investigations. In time he may serve as part of a fraud squad, with a narcotics intelligence team, or as a counterespionage specialist. He may receive specialized training in polygraph operation, in voice print identification, or in any of a number of technical specialties necessary to the business of professional investigation. He will be called upon many times to testify in courts of law. Eventually, he becomes qualified to handle investigations on his own — but only when his superiors are absolutely sure he is ready.

HQ Backup

From Washington headquarters the pulsebeat of worldwide investigative activity is monitored around the clock. Exercising technical control over some 2000 ongoing investigations at any given time, the HQ staff provides the back-up of computerized file data, worldwide communications, research and analysis, lab facilities, agent-related equipment, and liaison with other Washington agencies.

NIS relies heavily on its computerized communications network to tie its web of operations together. Last year, NIS headquarters handled over 327,000 message communications. These included requests for investigations, special assistance requests, investigative progress reports, liaison, and information relayed to those having an interest in a particular case.

Above: Actual photo of hostages being taken during a bank robbery. Identification from this and other photos led to the apprehension of all the robbers. Right: The Director of NIS presents the Meritorious Civilian Service Award to a special agent.

Technical assistance to Special Agents in the field comes in the form of specialized research and development, supplying equipment and providing lab support. Research and development may range from simple kits for onsite drug analysis to sophisticated agent protective devices.

The NIS lab is one of the few in the country capable of processing voice prints. The Voiceprint Spectrograph is an instrument which, through analysis of tape recordings, provides a graphic chart of the sounds. The most common use is as an investigative tool to

establish or eliminate suspects involved in bomb threats, extortion, hijackings and the like; but the technique is by no means limited to voices. Car horns, engine noises, gunshots and breathing have all yielded voiceprint clues in criminal investigations.

At first glance it might seem that a great deal of effort is being spent on the maintenance of a fast reaction investigative force. And it might fairly be asked how much law enforcement is really necessary.

NIS statistics show that only a small fraction of those in today's Navy try to live outside the rules and subvert the rights of others, but that percentage can be costly in terms of operational readiness. Last year foreign objects placed in a reduction gear knocked one carrier out of action for three months; arson aboard another cost over $7 million in damages. Wrongful destruction incidents must be promptly and thoroughly investigated to safeguard the operational capability of the Navy. Good order and discipline are, of course, the responsibility of command, and investigative back-up is only one of the many tools available to ensure that the lives and safety of all are not jeopardized by a few.

To meet its increasing responsibilities and better assist commands, the NIS is placing more emphasis on crime prevention as well as after-the-fact investigation. The uses of special criminal intelligence teams and antinarcotics units are some of the techniques being studied. There have been substantial breakthroughs, but the battle is far from over.

"Until the percentage of crime in the Navy is down to zero," CAPT Martin said, "I see no lessening in the need for a professional investigative corps."

The Naval Investigative Service is fully capable of meeting that need.

—JO1 Tom Jansing.

Interested in a Career in NIS?

If you are:

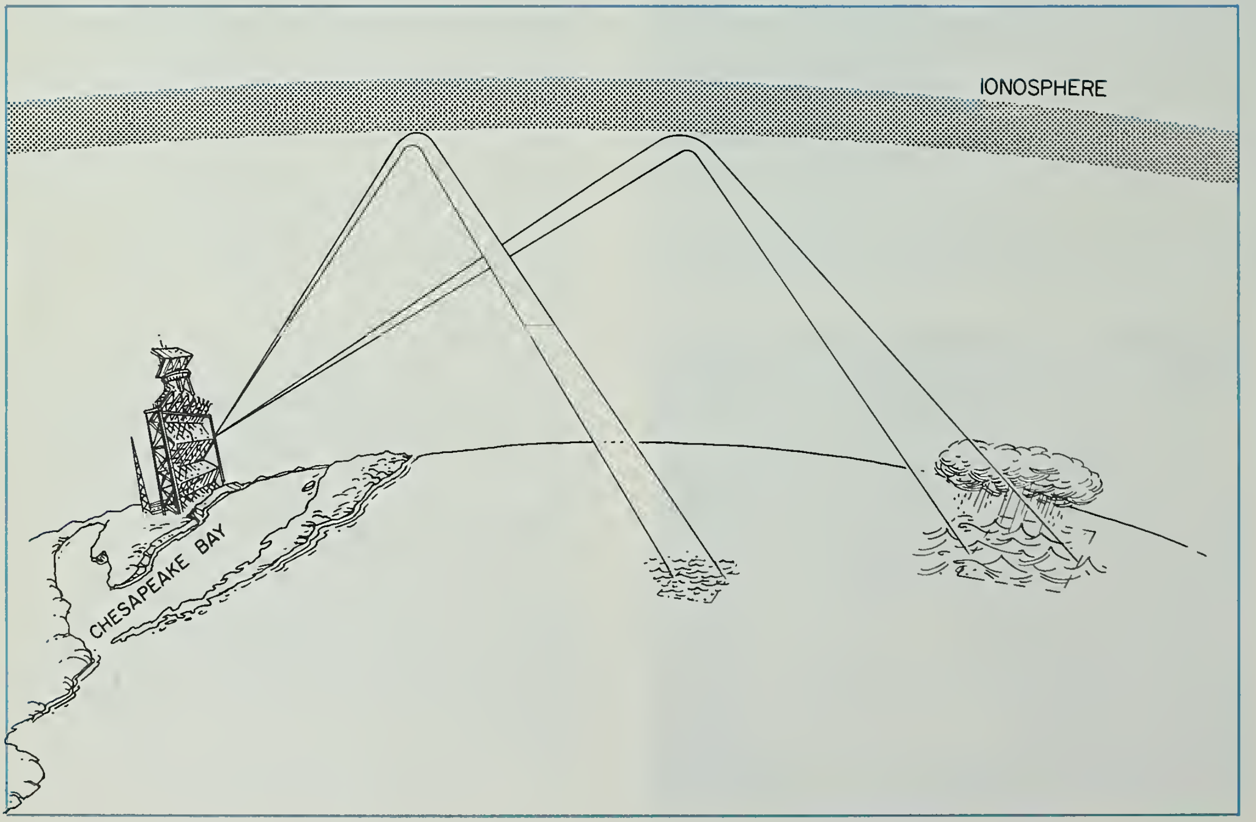
A U. S. citizen
Age 21-40
A four-year college graduate
In excellent physical condition
Of unquestioned reputation
Willing to transfer as required

Write:

Director, Naval Investigative Service
2461 Eisenhower Ave.
Alexandria, Va. 22331
Attention: Career Services Division

(Please include a completed Standard Form 171 (Personal Qualification Statement) available in any U. S. Post Office or from the U. S. Civil Service Commission.)

ON THE SCIENTIFIC FRONT



Madre, a Radar Technique, Makes Remote Observations of Ocean Weather Effects

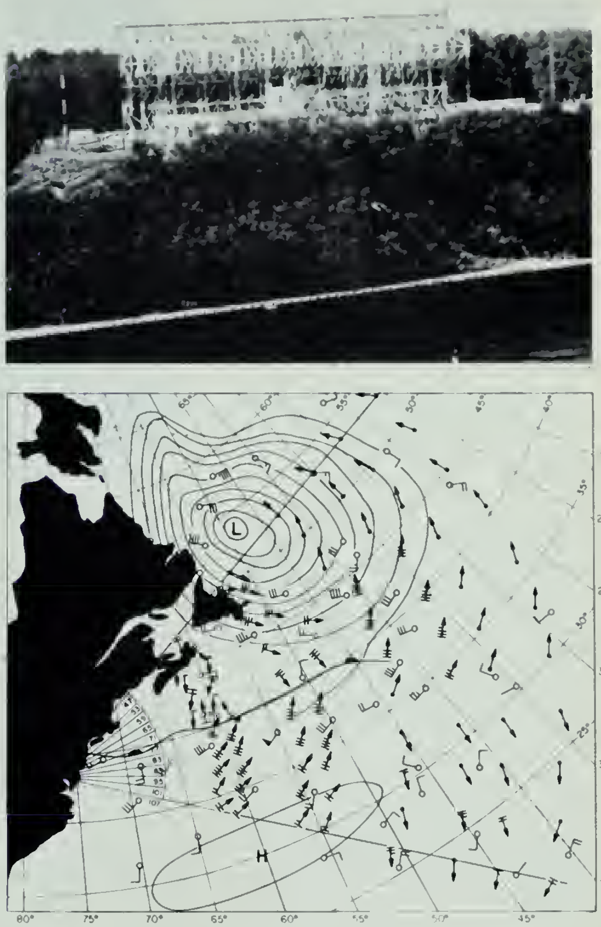
A radar technique that promises to be of great value in sea weather observations has been developed by the Naval Research Laboratory. With its new capability, the Navy can make remote observations of weather effects over the ocean as they occur.

By using a radar called *Madre*, which can "see" over the horizon (OTH), the NRL scientists have been able to collect ocean weather data from the NRL bay shore site at Chesapeake Beach, Md., over a major portion of the North Atlantic. Such observations can be used by commercial and military weather services to warn aircraft and ships of storms brewing at sea. They can also be employed in compiling daily and long-range weather forecasts.

The importance of the OTH techniques lies largely in the fact that a major portion of the North Atlantic could be surveyed in as little as 30 minutes and, essentially, upon demand. The magnitude of the sea state can be determined, as can the direction and strength of the surface winds.

The remote weather sensing capability of *Madre* is based upon measurement of radio energy characteristics reflected from a series of patches of the ocean surface. These are determined by the degree of sea surface roughness within the patch. The degree of sea surface roughness, in turn, is related to wind speed and direction of that area. Since sea roughness and wind characteristics can be inferred from a single radar measurement, the conditions of the sea over broad areas may be observed.

In addition to its *Madre* facility, the Naval Research Laboratory is planning OTH experiments with a new radar to cover the North Pacific. This project will evolve in cooperation with the Wave Propagation Laboratory of the National Oceanic and Atmospheric Agency and the Institute for Telecommunications Sciences — both Department of Commerce organizations. Radar installation will be jointly operated by the Navy and the Commerce Department.



Facing page: Sketch showing Madre radar illuminating half of the Atlantic by ionospheric reflection for use in weather sensing. Top: The NRL's Madre High Frequency Radar at Chesapeake Beach, Md. Above: Weather map drawn from Madre data showing a storm off Labrador.

Portable Analyzer Developed to Enhance Ways of Detecting, Locating Sea Storms

A sea storm analyzer is being developed and evaluated by atmospheric scientists at the Naval Research Laboratory. It is expected to enhance present methods of detecting and locating storms at sea.

The techniques now employed by mariners for locating storms consist of direct observations, meteorological analysis, satellite photography and detection of distant lightning. The portable analyzer, however, would furnish immediate information concerning the presence and location of storms at sea from a single land or sea location. This ability would be a decided advantage during wartime when storm forecast communications are often impossible to maintain.

The device receives and analyzes electrical impulses from distant meteorological disturbances. Each result is displayed on a calibrated oscilloscope grid as a dot of light. A time-exposure photograph of the screen shows clusters of dots which can be associated with storm regions.

A prototype atmospheric analyzer has been in operation at NRL for over two years in a joint effort project with German, Japanese and Argentine scientists to check the efficiency of the technique. Improvement, however, is possible and work will continue on the project.

→

Silicone Improves Radio Communications During Prolonged Stormy Weather at Sea

A silicone grease has been used for three years on ships operated by the Commerce Department's National Oceanic and Atmospheric Administration (NOAA) to improve radio communications at sea during prolonged stormy weather. The grease may also have Navy applications.

During long periods of heavy weather at sea, salt spray and water often short-circuit radio antenna insulators so that personnel aboard ships can't communicate with people on other ships or at stations ashore. When the insulators are kept clean, dry and highly polished, however, electrical current in the antennas is not short-circuited to the ship's hull.

By using the silicone grease conceived by a NOAA naval architect technician, three NOAA ships could continue in radio contact, practically unhampered during stormy weather.

The new development may also benefit commercial radio and television broadcasting. The same technique used in ships can also be applied to antenas of radio and television broadcasting stations, preventing accumulations of ice and snow on insulators. Such accumulations sometimes short-circuit antenna insulators causing undesirable shift in directional arrays.

Calculator is Designed to Detect and Warn of Impending Ship Collisions

Navy and commercial ships will find greater safety from collisions at sea by using a "closest point of approach" (CPA) calculator developed at the Naval Electronics Laboratory Center (NELC) in San Diego. The new calculator is designed to detect and warn of an impending collision or near-collision course between two or more ships.

The technique most commonly used now by ships for collision avoidance is to plot manually the relative movement between one's own ship and the target ship on a plotting board from radar-derived data. This manual method of CPA determination is both time-consuming and error prone. It also depends, to a large extent, on the conditions and the skill and experience of operators. That's why there's a need for a simple, low-cost method of rapidly and accurately determining the closest point of approach without depending entirely on highly skilled personnel.

NELC attacked the problem by developing a calculator which rapidly and accurately computes the five desired parameters: range, time, bearing, target speed and target course at the closest point of approach for up to five vessels. Recently, a demonstration of an experimental calculator aboard USS *Ticonderoga* proved to be successful.

The minicomputer takes radar-derived data from target ships, range bearing and time for two sets of chronologically spaced readings. It also digests its own ship's course and speed. From this information, the calculator automatically computes any or all of the five selected CPA parameters.

Human error resulting from incorrect data entry can be eliminated by providing the radar display with an array of position sensors. By merely placing a probe over the target, its coordinates would automatically be fed to the calculator. Algorithms for determining corrective change of course in case of an impending collision can be incorporated into the next generation computers along with the capability of handling many more targets.

There is also the prospect for automatic data acquisition and CPA determination and generating an alarm for an impending dangerous situation.

System Tested to Transmit Classified Data Over Commercial Communication Lines

Naval Electronics Laboratory Center at San Diego has designed and tested a facsimile system that will transmit classified data over commercial communication lines. The system can receive and transmit letters, maps, charts and other classified material not exchangeable by other means.

Tests have been conducted since last November using a circuit between the Naval Material Command in Washington, D. C., and one of its laboratories. Other terminals are now being opened at various naval laboratories; work was scheduled to be completed in October 1973.

Automatic Inflation Device Is Added To Life-Preserver for Added Safety

An automatic inflation device for life-preserver jackets, which originated at the Naval Ship Research

New salvage tools in action: Diver BU1 DV Larry Brucker uses a hydraulic impact tool to drill holes into a steel plate while his companion, EO2 DV Larry Stowers, works with a hydraulic grinder to remove a stud.

and Development Center at Annapolis, Md., is the latest safety feature to protect flight deck Navymen servicing carrier aircraft.

In evaluation tests, the jacket inflated immediately upon impact with the water. To ensure maximum visibility at night, a battery-powered light is attached to the preserver's left shoulder. The light, like the jacket, is activated upon impact with the water to provide a brilliant spot of illumination. For higher visibility, the jacket is taped with retro-reflective strips.

New Kit of Underwater Hydraulic Tools Superior to Current Salvage Equipment

An entirely new kit of underwater hydraulic tools was developed at Port Hueneme's Civil Engineering Laboratory (NCEL). It includes two types of wire rope cutters with extra blades, power drill, self-contained jacks, impact wrench with ¾-inch drive, a nine-inch disc grinder, plus assorted brushes, sockets, gears and other equipment.

The tools use a hydraulic power unit employing a 10-25 hp diesel engine which operates a hydraulic pump. The engine is equipped with heavy-duty air cleaners and effective mufflers. The power source is basically surface supported. Hoses carry pressurized hydraulic oil to and from underwater tools.

Salvage men with Harbor Clearance Unit One in Hawaii, who tested the equipment, overwhelmingly approved it and recommended that the tool package be provided to salvage afloat units. Divers from USS *Deliver* (ARS 23) also used the tool package during a week of training and actual salvage of a pontoon.

The Naval Civil Engineering Laboratory began evaluating underwater tools in 1967. In 1969, the lab was given the job of reviewing 16 salvage operations and interviewing experienced salvage men. The object: to determine work functions required in underwater salvage work. This research determined that hydraulic systems could advantageously be used for rigging and load handling, bolting, mechanical cutting, tunneling and excavating, grappling, drilling and tapping.

After six months of evaluation, the consensus was that the NCEL-developed tools and their hydraulic power unit were superior to the tools currently in use and should be adopted by all diving and salvage units. Much of the work related to the Navy's salvage program has been transferred to the Naval Coastal Systems Laboratory at Panama City, Fla. NCEL, however, will continue to develop new tools and equipment for seafloor construction.

Inexpensive Technique Tested To Fight Fires in Confined Spaces

A new technique for extinguishing fires in confined spaces was recently proposed and tested by Naval Research Laboratory scientists. The method is relatively simple. When a fire occurs in an inhabited gas-tight space, the pressure inside the compartment would be increased by adding nitrogen which is stable, inexpensive and harmless to men and equipment. The method would be particularly useful in submarines and other vehicles — vessels with compartments capable of slight overpressure.

Tests indicated that fires could be extinguished without production of harmful gases while maintaining a livable and comfortable oxygen level.

- NAVY PREP SCHOOL NOW ACCEPTING APPLICATIONS

The Navy Preparatory School in Bainbridge, Md., which prepares men for acceptance by the Naval Academy, is now accepting applications for the 1974-75 academic year. Some of the requirements for Navy enlisted men include: U. S. citizenship; being 17 to 19 years old on 1 July of the year accepted; attaining E-2 and completing recruit training; having a GCT-ARI minimum score of 120; and being single with no previous marriage. Those applying should also be in excellent physical condition. It is possible for some who have not completed their senior year in high school to be accepted.

Applications should be completed and mailed in by 1 July. Graduation from the prep school usually is followed by appointment to the U. S. Naval Academy. Detailed instructions can be found in BuPersInst 1531.

- FULL TRAVEL, TRANSPORTATION ALLOWANCES GIVEN TO E-4s

Persons in pay grade E-4 with more than two years of service -- regardless of the length of obligated active duty -- are now entitled to full travel and transportation for themselves and their dependents when they receive PCS orders. This means that members are entitled to reimbursement for dependents' travel; shipment of up to 7000 pounds of household goods; receipt of dislocation allowance; trailer allowances; shipment of privately owned vehicle; and receipt of overseas stations allowances at the "with dependents" rate.

A newly entitled member who is now serving on overseas shore duty who has dependents present in the overseas area, or is subsequently joined by dependents, may now be command sponsored if he has 12 months remaining to serve in the overseas area, or serves the prescribed accompanied by dependents tour, whichever is greater. Newly entitled members who are now permanently assigned to overseas homeported ships or afloat staffs, who are now accompanied, or subsequently joined by dependents, will be command sponsored without regard to time remaining on their overseas tours. OpNavInst 3111.14R of 1 Sep 1972 specifies sea and shore duty commands for entitlement purposes.

- HOUSING ASSISTANCE ELIGIBILITY EXPANDED BY NEW LAW

Navy families who are forced to sell property at a loss because of the closure or relocation of nearby commands may now be able to recoup some of their losses. A recent change to the Homeowner's Assistance Program extends assistance to government and military people assigned at, or near, an installation affected by a base closure and who are required to relocate. The original law gave assistance only to families actually assigned to the installation which was closing or moving. Now, personnel assigned to an activity which is not closing, but is nearby one that is closing, may be eligible where financial losses are incurred when selling property. The new law is retroactive to 1 Apr 1973 and its benefits can take three forms: cash payment, sale to the government, or government-paid foreclosure. Several hundred families in severely impacted areas, such as Newport/Quonset Point, R. I., are now eligible for assistance. Details of the benefits are outlined in SecNavInst 11101.70A.

- EXAMINING CENTER MOVES TO PENSACOLA

The Naval Examining Center at Great Lakes has been disestablished and its functions relocated in new facilities at Pensacola, Fla. The move is part of the Navywide shore establishment realignment program announced last year and will place the examining center under the Chief of Naval Training Support, a functional commander of the Chief of Naval Education and Training. Requests for substitute exams, inquiries concerning advancement status and all examination returns are to be sent to: Commanding Officer, Naval Education and Training Development Center, Ellyson, Pensacola, Fla. 32509.

- COMMANDS REQUESTED TO ENSURE SUFFICIENT PCS TRAVEL TIME IN ENERGY CRISIS

Because of the effects of the current fuel shortage -- nonavailability of gas and Sunday closings of service stations -- the Navy has recognized that many of its members may incur personal hardships in reporting to new duty stations. Consequently, commanding officers are requested to make sure that individuals are allowed full delayed reporting time as authorized by their permanent change of station orders. If this time is not sufficient, additional time may be requested from the Chief of Naval Personnel.

If authorized delayed reporting time, travel and proceed time entitlements are not enough, with the result that an individual might still be reporting late -- thus missing port calls, departure dates, class convening dates, and other deadlines -- then commanding officers should request modification of orders for earlier transfers. For more information see NavOp 190.

- NAVY TAKING STEPS TO CONSERVE FUEL

As part of the energy conservation efforts currently being undertaken by the federal government and many parts of the civilian society, the Navy has instituted a number of energy-saving measures throughout the fleet and shore establishment. In the fleet, ship transit speeds are being limited to the most economical permitted by operational commitments. When practical, night anchoring is being scheduled instead of night steaming; total underway time is being reduced.

Cross-country training flights and flight operations in general are also being reduced. Training events which consume large quantities of fuel are also being cancelled. Ashore, government cars are being restricted to 50 miles per hour and thermostats in buildings are being turned down. Commands are being urged to establish energy conservation panels and to look for additional ways to save fuel.

- STORING GAS CAN BE DANGEROUS, FIRE OFFICALS WARN

During the current fuel crisis, you may have trouble finding a gas station that's open -- but that's better than trying to take a can of gasoline along with you, according to the experts. Fire officials say that motorists who have an extra can of gas in their trunks run an extremely high risk of having it explode, especially if struck by another car. Gasoline storage at home is also dangerous and may be illegal. In many localities it is against the law to have more than one gallon of gas stored in your home.

- FUEL CONSERVATION FORCES CUTBACKS IN SPACE AVAILABLE AIR TRAVEL

Military personnel wanting to travel on space available flights may have less chance to do so in the coming months. Officials at the Military Airlift Command headquarters have said that fuel conservation measures have forced cutbacks in the number of flights and the number of space available seats. Cargo flights will also be limited, and seats on them will be almost nonexistent since they won't leave unless they have a full load of cargo.

Military personnel, consequently, are urged to make firm reservations on commercial airlines when planning to travel. They should be forewarned even with this, however, because some airlines are having to cut back on the number of flights they carry and cancellations could become a problem for any traveler.

- NAVY READIES PHASE TWO OF CONTINUING RACE RELATIONS EDUCATION PROGRAM

The Bureau of Naval Personnel reports that over half of all Navy personnel, including two-thirds of those in pay grades E-5 and above, have participated in the Navy's race relations education seminar programs to date. All active duty people will have participated before 1 Jul 1974. The second phase of the Navy's race relations program will concentrate on institutional and personal affirmative action for equal opportunity and the continuing effort to eliminate racism. A conference was held last December with the representatives of Fleet and Type Commands, the Chief of Naval Education and Training, the Naval Material Command, Human Resource Management Centers and the BuPers Human Resource Development Project. The next phase of the program resulting from conference proposals will be field-tested and implemented during this year

- ALL HANDS' RIGHTS AND BENEFITS ISSUE STILL AVAILABLE

Copies of the ALL HANDS issue entitled "Rights and Benefits for Navy Men, Women and Their Families" (NavPers 15885-C) are still available to individuals, commands and career counselors through command supply channels. This Rights and Benefits issue, an updated version of the original Dec 1971-Jan 1972 issue, describes in detail programs and opportunities available to Navy men, women and their families. The issue was updated and reprinted in quantity so that career Navy men and women could obtain copies. This publication is stocked at the Naval Publications and Forms Center, Philadelphia, Pa., as Cognizance I stock. Commands should submit a MILSTRIP requisition, citing S/N 0500-343-0000. Note: Do not submit requests to ALL HANDS Magazine.

- ATLANTIC SEAL TEAM TWO CITED BY PRESIDENT

The Inshore Warfare Command Atlantic, SEAL Team Two has received its second Presidential Unit Citation for its work in Vietnam. The citation praised the team for "extraordinary heroism and outstanding performance of duty in the conduct of unconventional warfare against enemy force in the

Republic of Vietnam from July 1, 1969 to June 30, 1971." The citation specifically notes action of 22 Aug 1970 during which members of the team "liberated twenty-eight South Vietnamese prisoners of war...deep inside the violently hostile Dam Doi District of the Mekong Delta." The unit's first Presidential Unit Citation was for 1 Jul 1967 to 30 Jun 1969.

- AMERICAN WINS NAVAL PENTATHLON CHAMPIONSHIP

Lieutenant (jg) Brian A. Robbins, a member of the Naval Inshore Amphibious Group Eastern Pacific, SEAL Team One, Coronado, has won the overall individual title in the 16th International Military Sports Council (CISM) Naval Pentathlon in competition at Puerto Belgrano, Argentina. LT Robbins led the American team which also took the team championship in the six-nation competition. Another winner in the competition was Seaman Chris A. Springborn, also of SEAL Team One, who took the individual silver medal.

The pentathlon competitions include an obstacle race, utility swimming, amphibious cross-country, lifesaving, and seamanship. ENCM Don F. Rose was again the coach of the U. S. team. Over the years under his coaching, the U. S. Navy has compiled a long string of successes in tests of naval skills. Records in three of five events are held by Americans. Captain Robert F. Stanton, also from Coronado, was selected to be the CISM representative at the 1973 championships. The Argentine navy hosted the matches; this is the first time the Naval Pentathlon has been held in South America.

- HUMAN RESOURCES MANAGEMENT CENTER SET FOR D. C.

The Navy's fifth Human Resource Management Center has been established in Washington, D. C., under the operational command of the Chief of Naval Operations. The center is being set up to support commanders of shore activities not under Fleet control and will provide assistance to senior commanders in the Washington area in organizational development and management, intercultural relations, race relations, and drug and alcohol abuse prevention. In addition, control of the Human Resource Management Centers at San Diego and Pearl Harbor has been transferred to CinCPacFlt and of the Norfolk Center to CinCLantFlt, to better integrate the people and operating forces of the Navy into a more efficient organization.

- WEST VIRGINIA VIET VETS DUE FOR STATE BONUS

West Virginia residents who served in the Republic of Vietnam may be eligible for a cash bonus, made possible by the state legislature. To qualify initially for the bonus, veterans had to serve on active duty 90 days and be a resident six months just before entering service. Person who receive the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) can receive $20 a month for each month of active service from 1 Aug 1964, up to $400. Persons who received neither medal can receive $10 a month up to $300. Survivors of deceased veterans can apply for a bonus, and survivors of those veterans who died as a result of their service during the Vietnam period may receive a $500 bonus. Applications should be made to the West Virginia government.

from the desk of the Master Chief Petty Officer of the Navy

An Honored Occasion

MCPON JOHN D. WHITTET

A year ago this month, I participated in the launching ceremony for a Navy ship that is to bear the name, USS *Truett* (DE 1095). Named after Chief Petty Officer Quincy H. Truett, who served heroically in the Vietnam conflict, *Truett* is scheduled to be commissioned in May of this year. Such an occasion is always an impressive one, and I'd like to share some of the thoughts that passed through my mind as I stood there on the platform with the officials and spoke to the audience who had come to honor a new ship and the man who gave his life in giving it his name.

Launching ceremonies are time-honored occasions of pageantry, inspiration, beauty and even novelty. The launching itself is a delicate, demanding, sometimes thrilling job. In times past, launchings have not always gone as planned. Checking back into history, we might relive the launching of our first iron ship — *Michigan*.

With a little help from the Naval History Division we can visualize "a cold and blustery afternoon, a small group of shivering spectators waiting for the launching of *Michigan*. The air was filled with anxiety as many of the onlookers had doubts as to whether an iron ship would float. The signal for launch was given, the ship started to move, hesitated, and suddenly stopped. Workmen strained to complete the launch, but without success. Tired, cold, and discouraged, everyone finally went home. Before dawn the next morning they all returned to resume the struggle, but *Michigan* was gone. Our first iron ship was afloat, after safely launching herself sometime during the night."

According to our Navy historians, the first recorded christening of a U. S. ship was that of frigate *Constitution* on 21 Oct 1797. Captain James Sever, U. S. Navy, broke a bottle of fine madeira wine over the bow of his famed frigate. *Constitution* was not as ready as the work crew to slide down the building ways; it was three days later before she floated in Boston harbor. This failure to launch on schedule was certainly no deterrent, however, and she became the famous "Old Ironsides."

Not every ship will have a history as glorious as "Old Ironsides," but every ship is a substantial part of the great cause for which Americans have sailed and now churn the open seas. No matter the size, the design or the armament, each of the many United States vessels, from the simplest tug to the mightiest aircraft carrier, is a vital and important member of

Old Navy Ratings

You can't strike for "jack-o'-the dust," "bayman" or "captain of the top" any more. A hundred years ago, give or take a few years, you might have. Now you take the exam for storekeeper, hospital corpsman or boatswain's mate, direct descendants of those three older specialties, according to a report in ALL HANDS in its December 1969 issue, page 64.

Through nearly two centuries of development, the Navy's ships and weapons have come a long way, and so have the jobs of the men on board.

For instance, in the sailing Navy, the purser had a lot to do with pulling the purse strings. He was responsible for supplying the ship with provisions and for selling clothing and small stores to the crew. In effect, he ran and operated a ship's store as a business and made money at it. His income was sometimes higher than the captain's. The purser's assistant was called a "purser's steward." But he was more commonly known as "jack-of-the-bread-room," which later became "jack-o'-the-dust," probably in recognition of his work with dusty flour and in the storerooms.

The corpsman, like medicine in general, has made considerable progress in 200 years. On board USS *Constitution*, the boys who assisted the surgeon's mate were called "loblolly boys." (Both the thick gruel and the medicine they served to patients were known as "loblolly." In later years, they were variously known as surgeon's stewards, apothecaries, baymen, hospital stewards and pharmacist's mates.

Of course, the man with one of the longest and saltiest traditions behind him is the sailor who knows everything there is to know about seamanship, the boatswain's mate. The old warrant bos'n was one of the Navy team. *Truett*, a *Knox*-class escort ship, is specially designed for locating and destroying enemy submarines but also has many of the characteristics of the swift and deadly destroyer. She has accommodations for a crew of 17 officers and 228 enlisted men.

Here are some statistics: She will carry "bow-mounted, long-range sonar and variable depth sonar. Her armament will include one 5-inch/54-caliber rapid fire gun; an antisubmarine rocket system (*Asroc*); and two antisubmarine homing torpedo launchers. The escort ship will have space and weight reservations for a self-defense missile system."

She can operate as a unit of a hunter-killer task group, screen amphibious or underway replenishment forces and patrol coastal waters for missile-firing submarines. Like the destroyer, the escort ship is capable of a variety of different operations which make her a valuable addition to the force in readiness.

Truett, like all Navy ships, is more than cold steel and raw capability. Sailors have a way of giving a personality to their ships. They eat, sleep, work and live aboard, and they depend upon all of the vital characteristics of our ships for their very existence. So, beyond the metal dimensions and technical capabilities lies the ship's "spirit" or personality, the image in mind or feeling in heart of the crew.

The name of a given ship and the significance behind the name form an integral part of that spirit or personality; it is especially fitting that this new ship should receive the name and bear the heroic example of Chief Petty Officer Quincy H. Truett. Chief Truett was posthumously awarded the Navy Cross for heroism in action while serving as a member of River Patrol Flotilla Five in the Republic of Vietnam.

On the night of 20 Jan 1969, along the Kinh Dong Tien Canal, Chief Truett was serving as patrol officer of two river patrol boats in company with an armored troop carrier and two other river patrol boats when the entire unit came under intense enemy fire. Truett's boat was fourth in the column when the Patrol Boat 8137, directly ahead, went up in flames forcing its crew into the water. Chief Petty Officer Truett ordered his patrol boat to the other burning craft, exposing himself to the blistering enemy fire and assisting the five-man crew of patrol river boat 8137 from the water. Bright fires on the canal banks made him completely visible to the concealed enemy throughout the action. Mortally wounded, he continued in action until the rescue was effected.

Nowadays, it is almost fashionable to question and criticize the military in our country. But in the midst of criticism, literally in the midst of hostile enemy firing, Chief Truett has given us all an unquestionable example of one man's humanity. His concern for his shipmates' safety, and devotion to duty, were in keeping with the highest traditions of the naval service.

About the future of USS *Truett*, no one can predict now the significance of her role in history. But we do know that she is a very fast ship, built to sail, if necessary, "in harm's way." She was built by men of peace, to keep the peace, and preserve the freedom we all enjoy. If it weren't for the mobility and strength of this ship, soon to join others like it, and if it were not for the humanity of Chief Truett and others like him, we would lose the right to speak freely, or to criticize one another.

I want to direct my last words to the crew of *Truett*. Remember Chief Petty Officer Quincy Hightower Truett. Let his example serve as an inspiration and a reminder that you are the "keepers of freedom." Understand your role in the defense of America; study it. Regardless of political persuasion, all Americans depend on you, whether they believe it or not.

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the most important men aboard a sailing ship. His "call," predecessor of the 1MC system, would "pipe" and be heard from the top of the tallest mast to the bottom of the deepest hold. Among his subordinates were the sailmaker, a ropemaker, and the cockswain (later spelled coxswain), who was in charge of the cock boat, the largest boat onboard.

There were also "captains" of the various masts — the mizzentop, the foretop, and so on. A few other ancient and not-so-ancient oldies; the lamp cleaner, schoolmaster, telegrapher, airship rigger, and aviation carpenter's mate (there was a lot of wood in early aircraft).

Prize for the most unusual name must belong to an ancestor of the modern fireman. From 1893 to 1917 he was called a "coal passer," before that, a "coal heaver."

The electronic, nucleonic, supersonic Navy has come a long way since those distant days and so have the ratings that followed. Nothing illustrates the fact more graphically than a rundown on some of the modern ratings of the enlisted Navyman. For example; data systems technician, precision instrumentman, photographic intelligenceman, missile technician, data processing technician, avionics technician and interior communications technician. There are also NEC specialties for nuclear propulsion plant operator and nuclear reactor operator.

Rating terminology changes with the times, but the name of the game is still self-study, personal motivation, and self-discipline. The Navy has provided, and will continue to provide, a path of advancement for each individual. The opportunity is here and there is no better time for self-improvement than today!

—RMC Blaine R. Thorson

people helping little people

CLOWNING AROUND for safety's sake

The Navy isn't clowning around about safety. But Chief Hospital Corpsmen Marvin E. Thomas and Curtis J. Fellman are.

When not performing their duties with Naval Mobile Construction Battalion Ten, the two dress as clowns and spread the safety message to children in hospitals, schools, service clubs and anywhere else

NRSO Survey

Businessmen know that if they keep their customers happy, chances are they'll become repeat customers.

It's no different for the Navy Exchange and Navy Commissary Store officers. They continually endeavor to satisfy your needs and requests — so long as they know what they are.

Two ways of finding out what you like best or least about the operation of your Navy resale outlets are through facility suggestion boxes and surveys. While suggestion-box ideas may lead to a single situation solution, a research survey can result in a much broader insight, linked with customer satisfaction, as the Navy Resale Systems Office learned after studying more than 4700 responses to an active duty and retired-list survey held in the greater Norfolk area.

The results showed that the majority of those questioned felt their privilege of shopping in exchanges and commissaries to be "one of the most valuable benefits of being in the Navy." They were also of the opinion that appreciable improvements have been made in both facilities, but there remains room for more. Consequently, the same majority opposed closing the exchanges and commissaries in favor of an increase in pay equivalent to their current benefit savings.

These attitudes represented more than 3700 of the active duty men and women who participated in the survey. Of these 2772 were enlisted, 994 were officers — 2793 were married, and 973 were single. The overall group represented a 72 per cent return of the 5000 survey forms distributed to more than 200 activities ashore and afloat.

The retired participants represented 12.5 per cent of the retired Navy persons living in the Tidewater Virginia area. Of the 1500 questionnaires mailed out, 1018 were returned, or some 70 per cent.

Aside from being satisfied with the resale shopping privilege, the survey showed that the patrons of the Navy Exchange were appreciative of sales clerk courtesy, established store hours, merchandise dis-

Facing page: "Peanuts" and "Pappy" have the undivided attention of the children of Loma Vista School in Ventura, Calif. Right: "Peanuts" demonstrates a fire alarm box to first graders of Sierra Linda School in Oxnard, Calif. Below: Children of Loma Vista School hold their ears as "Pappy" is surprised when "Peanuts" explodes a firecracker.

they can sell safety in Ventura County and battalion deployment sites.

The whole purpose of their clown routine is to get the youngsters' attention. While clowning around, Thomas and Fellman slip in some serious safety talk.

For instance, in the middle of the act one of the clowns will show a stop sign and explain its meaning. Or one might produce a fire alarm box and show the children how it works.

Tests have shown that the children retain 85 per cent of the clowns' safety message.

Chief Thomas, a veteran of 18½ years of naval service, is a bona fide registered clown. He has two decades of clowning in his log book. He has made clown appearances on television and with a circus. His stage name is Peanuts.

Chief Fellman is the novice of the team — he's only been clowning for six months. He goes by the name of Pappy.

How does clowning around fit into their future? Chief Thomas, nearing retirement, says he will always be a clown. Chief Fellman will keep at it too, on a part-time basis.

—Story and Photos by PH1 Charles Graham

plays, mini-mart and quick-stop stores, and check-cashing facilities in particular. Many approved of selected toiletries and cosmetics, and in general the value of merchandise received in exchange for the dollar spent.

There was, however, some mixed opinion about clothing values. Liked least was the lack of wider selections in sizes and styling, and the lack of budget-priced clothing. Dissatisfaction with the clothing issue was substantiated by the list of items exchange patrons most frequently purchase in commercial stores — men's sport shirts, sport jackets, slacks, shoes, sneakers, ladies' hosiery and dresses, and children's clothes.

The majority of those answering the questionnaires who used the Navy Exchange service departments rated the service station, cafeteria, enlisted clubs, laundry and dry-cleaning facilities, tailor shop and Navy Lodges as "good" or "excellent." A mixed reaction was received for the services provided by auto repair centers, beauty salons and barbershops.

Questionnaires distributed to married active duty persons and retirees contained an expanded section on the commissary store which was not included in those provided to single people. Responses indicate general satisfaction with the store operations, especially courtesy of store employees, store hours, selection of brands, meat displays and meat selections. Many felt they get their money's worth on most merchandise, but expressed mixed opinions regarding values in meat, poultry, fresh fruits and vegetables.

When asked about stocking soft drinks in multipacks and cases, the majority replied that these items should be sold in their commissaries. Opinion was mixed, however, about the sale of cigarettes in the commissary stores.

Areas both the exchanges and commissary stores might look toward improving, based on survey suggestions, include: parking facilities, advertising special promotions on the availability of new merchandise, stocking the latest merchandise and, with specific regard to commissaries, improving chopped beef products and selections of fresh fruits and vegetables.

An in-depth analysis of this attitude survey is being made by the NRSO to determine what improvements need to be made now and how these suggestions can help to develop future Navy Exchange and Commissary Store programs.

NAVY EXCHANGE

Whether your coat buttons are silver or gold, improving the quality of your life style is one of the primary objectives of your Navy Exchange. That's quite an undertaking, trying to satisfy such a wide range of needs and interests while keeping the keynote in harmony with tightly budgeted margins.

But to settle for less could, in the long run, be costly. Therefore, "seconds" or "irregular merchandise" will not be found in any Navy Exchange. Most items sold are well-known, brand-name products of manufacturers with reputations for quality, ensuring the customer a greater return for money spent.

On the other hand, the exchanges recently began introducing budget-priced merchandise on their shelves as a result of repeated customer requests. These items may not carry popular brand names and may not have the durability of the higher priced goods, but they nevertheless measure up to quality standards of the exchange system — a real boon to budgeters of low pay-grade families.

Selecting merchandise for resale requires teamwork among each Navy Exchange officer, his merchandise manager and the local exchange buying staff. To begin with, all merchandise must meet the criteria established by Congress in the Armed Services Exchange Regulations (ASERs) which prescribe the type of merchandise and services that may be provided to patrons of Armed Forces exchanges operating both in the States and overseas. The regs also establish who is an authorized customer, the maximum wholesale price that exchanges can pay for certain items of merchandise, and restrict the sale of certain products.

Among the items not allowed to be sold by Stateside Navy Exchanges (not including those in Alaska and Hawaii) are major appliances, television sets, furniture, furs, automobile tires, men's suits, air-conditioners and stereo components. Overseas Navy Exchanges must follow the general policies and procedures of the Armed Services Exchange Regulations, but they are not bound by the restrictions of the regulations and therefore may offer certain items unavailable Stateside.

Such hasn't always been the case. Shortly after World War II, there were no limits on what could be sold in Navy resale outlets. Any legal item could be sold; however, commercial stores' objections were so pronounced over the unrestricted resales that Congress was forced to step in and attempt mediation. A special subcommittee of the House Armed Services Committee did not go along with commercial demands to close all military resale activities, but neither could it sanction the continued unrestricted merchandising policies being practiced by the military stores.

Consequently, the Armed Services Exchange Regulations were developed, approved by Congress and published by the Secretary of Defense in 1949. Navy Exchanges (and Commissary Stores) have been governed by these regulations ever since. Periodic reviews of resale operations are conducted by the HASC and the ASERs are updated and revised to reflect changing conditions.

The range of items available at your Navy Exchange is also restricted — to some extent — by the amount of money available to invest in merchandise. The exchange officer cannot afford to stock a broad range of merchandise in each category unless sales are sufficient. Merchandise that sits on the shelf or in the warehouse ties up money that is needed to keep the exchange stocked with other goods. At times, this limits selections to the most popular items, often more costly, particularly in smaller stores. Space is another reason why a full selection of different brands cannot be stocked. Many exchanges simply don't have room to provide all the products available in the same category. Therefore, they must confine their selections to one, two or three brands that are in the best seller column.

And, of course, there's always the budget to consider. Since exchanges pay their own expenses for civilian payrolls, overhead costs, and merchandise, and the like, they must follow established stock-to-sales ratios. These ratios are developed for anticipated sales volume to ensure continued financial stability. This leads to the subjects of pricing and savings.

You can save between 20 and 25 per cent by shopping at your Navy Exchange, according to figures

developed last year by the Navy Resale System Office, guardian of all Navy Exchange outlets.

By conducting a price comparison survey of 122 items between Navy Exchanges and commercial stores, results showed that savings were 24.5 per cent when compared to *average* commercial prices and 21.5 per cent when compared to the *lowest* commercial prices — not including any sales tax savings.

NRSO plans to continue making such price comparison surveys every six months to ensure that you are getting the most for your money.

The average markup on merchandise sold in the retail outlets of the exchange is 15 to 17 per cent. The low is 10 per cent, the high is 25 per cent, with essential items having a lower markup than nonessential.

Markup policy is established for all items of merchandise by the NRSO and not by your local Navy Exchange officer. The NRSO is also responsible for providing technical guidance and professional assistance in the operation and management of Navy Exchanges worldwide.

In traveling from one duty station to another, you may have detected a price difference for the same brand item in various exchanges. This results from varying transportation costs or smaller quantities ordered by the exchange having the higher-priced item. Prices charged by Navy Exchange service departments are largely established at the local level and are based on local labor costs in the area and the cost of commodities needed to provide the service.

For example, a hamburger could cost more at a Navy Exchange cafeteria in Maine than in Florida if labor costs are higher in Maine, or if the price of meat is higher, or a combination of the two. Whichever, all prices at Navy Exchanges are established at the most reasonable level possible to provide customers with bona fide savings while allowing the exchange to pay its expenses and to support morale and recreation programs.

That's where the profits go — as contributions toward support of local recreation funds and the Central Recreation Fund for the Navy controlled by the Bureau of Naval Personnel.

The money is used for outfitting hobby shops, bowling alleys and movie theaters; buying recreational equipment and sporting gear; maintaining ball fields, golf courses, swimming pools and other facilities. In fiscal year 1972, the contributions to recreation programs generated by all Navy Exchanges amounted to more than $38 million.

Therein lies the reason why Navy Exchanges cannot sell merchandise at cost. They are nonappropriated fund activities — meaning they operate solely without any financial support from tax payers' funds allocated through Congressional appropriations. Aside from the cost of the merchandise they put on their shelves, and the payrolls, the exchanges must absorb the cost of renovating and refurbishing facilities, new construction, all supplies used by the exchange and other day-to-day operating expenses.

To provide customers with further savings, the Navy Exchanges (and, indeed, Commissary Stores) have adopted the popular practice of redeeming "cents-off" coupons. These coupons, available through newspapers, magazines and direct mail, are redeemable at the exchange as a discount off the regular price of merchandise that is carried in stock. Such

coupons must not have reached their expiration date, of course, and must be specifically for the merchandise actually purchased.

Perhaps you buy something at your exchange and are not satisfied with the item. Return it. The Navy Exchange system has a firm policy of "Satisfaction guaranteed or your purchase price cheerfully refunded." This policy applies to any item, purchased at any exchange.

Refund and adjustment procedures are in effect at your exchange and special refund or adjustments clerks have been designated to assist you. If you have a problem with some item, take it back, together with the sales slip, and ask for the refund clerk or the refund manager. Every effort will be made to make a suitable adjustment or refund your money.

As a patron of the exchange and its various service facilities, including the barbershop, cafeteria, service station, vending machines, beauty salons, dry cleaners and so on, you establish yourself as a shareholder. As such you benefit two ways — through merchandise cost savings and through the numerous recreation and leisure-time programs provided by your Special Services Department.

It's all part of the present day effort to improve the quality of your life style in the Modern Navy.

Miss Junior Miss Joins NROTC

Lights from the edge of the parking lot glowed faintly through the fog as nearly hidden figures hurried through the mist and began forming in ranks. It was five in the morning.

Among them was a slim, petite figure with back stiffened and chin up slightly higher than normal, waiting her turn at inspection as the company commander made his way down the row of midshipmen next to her.

It was a new experience for Linda Rutledge, but her mood and manner were a far cry from those she had experienced during the pageantry that saw her crowned America's 1973 Junior Miss. That was when it all began, with the winning of a college scholarship and, eventually, her selection to receive a Naval Reserve Officers' Training Corps (NROTC) scholarship to Pennsylvania State University.

This school year marks the second year in which women have been allowed to participate in NROTC. The first year they only participated in certain programs at Purdue, Washington, Jacksonville and Southern A&M. In November 1972, however, the Secretary of the Navy authorized their participation in all "appropriate" NROTC units, with one per cent of the 6000 scholarships authorized annually established as their limit.

It was just by chance that the green-eyed, five-foot-two blonde chose NROTC, since she always thought NROTC was exclusively for men. But, while visiting the Army Junior ROTC department at Fort Leavenworth, Kan., where her father was the Marine Corps Liaison Officer to the Command and General Staff College, Miss Rutledge picked up one of the Navy ROTC application blanks and decided to enter it, asking for admittance to Penn State. It came back saying Penn State didn't have NROTC for women, so she figured that was the end of that.

Times were changing, however. Linda soon received a call from the Kansas City Navy Recruiting Station informing her that her application was accepted, contingent upon her passing a physical examination for NROTC at Penn State. She wasted little time in responding to become the university's first distaff NROTC midshipman.

Today, uniformed women on Penn State campus are a factor of interest, but since Linda is also America's Junior Miss, she attracts even more interest. Many of the girls openly admire her uniform on drill days while other students treat her as if she is just "doing her own thing," she says.

Aside from being a member of the ROTC unit, and a freshman (which in itself is a trying experience — at first), Linda must face each day as Junior Miss, a role that includes a lot of time-consuming responsibilities, including public appearances and travel. She does most of her travel on weekends, arranged

Left: MIDN Linda Rutledge is called from ranks to speak to her Professor of Naval Science. Right: At attention during military inspection. Below: Linda discusses her homework with a friend.

and paid for by the Junior Miss Foundation. Trips include appearances at high schools and public functions, the Rose Bowl and, traditionally, the Senior Bowl in Mobile, Ala., where Junior Miss also reigns as Queen.

Early in the school year, Linda found adjusting her schedule to meet her social and educational responsibilities to be nearly a full-time effort. But, she has managed very nicely in her NROTC studies as well. Captain C. D. Bolan, professor of naval science at Penn State is not worried about Linda's progress or that of other women in ROTC. "I'm pleased with the girls," he says. "We have some crackerjack young men here, but they are going to have a rough time staying ahead of the girls academically. They're smart. Linda had one B in high school, and that was in Driver Education."

As for women competing with the men, CAPT Bolan can see no necessary restrictions. "I feel the girls should be allowed to participate in any manner that is not specifically prohibited by regulation." Consequently, Linda and several other girls are trying out for the unit's drill team.

The naval officer clasped his hands behind his back as he watched his corps of young men and women practicing close order drill on the parking lot. With daylight approaching, the fog was lifting, enough to see a group of young people had gathered at the edge of the lot to watch the midshipmen being put through their paces. It was nearly 0600 and seemed a little early for a crowd to gather. But, one instructor chuckled to himself, then cleared up the question.

"They are mainly girl friends of the guys out here. They want to make sure everything is on the up-and-up with the women in NROTC."

—Story and photos by PHC James E. Markham, USN

Kathy's Here At Adak

Many a lonely sailor has spent a year on Adak forgetting what a single girl, close to his own age, looks like. But now SHSA Kathryn A. Ball has arrived on the scene. She came last spring, after attending San Diego's SHC Barber School for six weeks.

Kathy has been interested in the Armed Forces ever since a woman Marine talked to her eighth-grade class. She says the main reason she chose the Navy is the fact that her father was a World War II Navy veteran.

Kathryn "Cached" on 7 Sep 1972 (that is, hers was initially a voluntary enlistment in the inactive Reserves, under conditions which allowed 180 days before reporting for active duty) and reported to Orlando for basic training. She thought "boot camp" was tough — marching, studying, singing, demerit details — but now when she looks back on those training days she feels it was all a pretty good time.

Miss Ball's reasons for choosing to be a Navy barber were twofold. First, she is a licensed beautician and barbering is a Navy-related job. Secondly, she feels the age-old cliché, "Women filling a man's job should do a man's work," is not always true. She does feel that barbering is one Navy billet she can fill just as capably as any man.

In Kathy's own words, "Adak proves to be different; you can't leave when you want to!" Her being the only single enlisted woman on the island doesn't bother her, but the constantly turning heads "took some time getting used to." Her favorite pastimes are: swimming, sewing and letterwriting. She has made many friends. She likes the island's entertainment facilities and feels everyone here is very friendly and hospitable.

SHSA Ball likes her job here, but wishes the guys wouldn't be so nervous when she says, "next," and they get into her barber chair. "After all," Kathy says, "I'm a good barber."

SHSA Kathryn A. Ball is proud to be a part of the Navy. She is proud of her uniform and the country it represents. She also feels the great career initiative in the Navy and is seriously considering making a career of it. —JOSN Dave Youngquist

Navy Barbers Keep Up with the Newest Styles

Since sailors are now permitted to wear their hair in accordance with reasonable civilian styles (and as specified in Navy Uniform Regulations), the Navy Exchange barbering system is keeping pace with current civilian style trends. Exchange barbers have shifted from merely cutting hair to shampooing, razor cutting, and styling it according to an individual's preference.

The emphasis is on full service, a goal set for all Navy Exchange barbershops and beauty salons.

According to the Navy Resale System Office, which oversees the operation of Navy Exchanges from its Brooklyn headquarters, the aim is to have all Navy Exchange barbers and beauticians fully trained to cut and shape all popular hair style variations permitted by Navy Uniform Regs, from "flattops" to "afros."

To augment on-the-job training programs, Navy Exchanges are encouraged to send their barbers to beauty and barbering shows, schools sponsored by franchised organizations and cosmetic company demonstrations.

This same encouragement is given to managers of overseas shops, although this is sometimes difficult because of geographic location or nonavailability. For these reasons, NRSO sends its hair-styling specialist, Roland Bellefleur, to shops around the world, providing short-course training where needed.

Occasionally, Bellefleur pays visits to ships at sea, to bring them up to date on the latest barbering methods. Such visits have proven to be big morale boosters, since many Navy barbers are not experienced in providing ethnic haircuts. Through improved styling techniques being taught at the Navy's Barber School in San Diego, this problem soon will be eliminated.

The chances that Navy men and Navy women can have their hair styled according to their own wishes, still remaining within limits of Navy hair standards, now are better than ever. Exchange barbers are making an all-out effort further to promote good will by providing first class full-service, along with style.

TILLY

Tilly, the pride of the GSE (Ground Support Equipment) Division of the aircraft carrier *Kitty Hawk*, stood ready for action after going through the special "fix-up clinic" at the North Island headquarters of the San Diego Naval Air Reserve Forces. She was one of 1335 items of "yellow equipment" getting preventive surgery at the special clinic.

This is how the project was carried out by Reservists and *Kitty Hawk* crewmembers while the ship was in overhaul at Hunter's Point Naval Shipyard.

Tilly, an aging and hardworking 104,000-pound crane, and the other members of her yellow equipment family aboard *Kitty Hawk* had various afflictions ranging from minor ailments to potentially crippling problems.

Time was of the essence, since the carrier, homeported at NAS North Island, was scheduled for some preventive surgery of her own at Hunter's Point.

Members of the Naval Air Reserve Forces at San Diego offered to lend a hand — and the fix-up clinic took shape in rapid-fire order. Contact was established between *Kitty Hawk*, still at sea, and the Air Reserve at North Island. A 25-man "yellow equipment" team would be dispatched from *Kitty Hawk* while the Reserve Forces would get ready the necessary facilities and equipment to carry on the job.

The Reserves went to work. Surplus building material was rounded up and construction started on the clinic. Next came tools and supplies with which the special team would perform the numerous tasks in the days ahead. Then word was flashed to *Kitty Hawk* that the clinic was ready.

Some of the equipment needed only outpatient care — a fresh coat of paint or a replacement set of bolts. Others needed complete transplants of replacement parts.

Tilly herself was in bad shape. Her paint was chipped, her tires were bald, and her engine was feeble. But when the fix-up clinic completed its work, the huge crane was completely cured and ready for more service. A rejuvenated Tilly, towering over her fit and ready family, greeted the carrier on her return from Hunter's Point.

With the completion of the special project, more than 20,000 manhours after it began, the fleet support team of Reserves and Regulars were more than satisfied. The mounting cost of "yellow equipment treatment" had been cut almost in half.

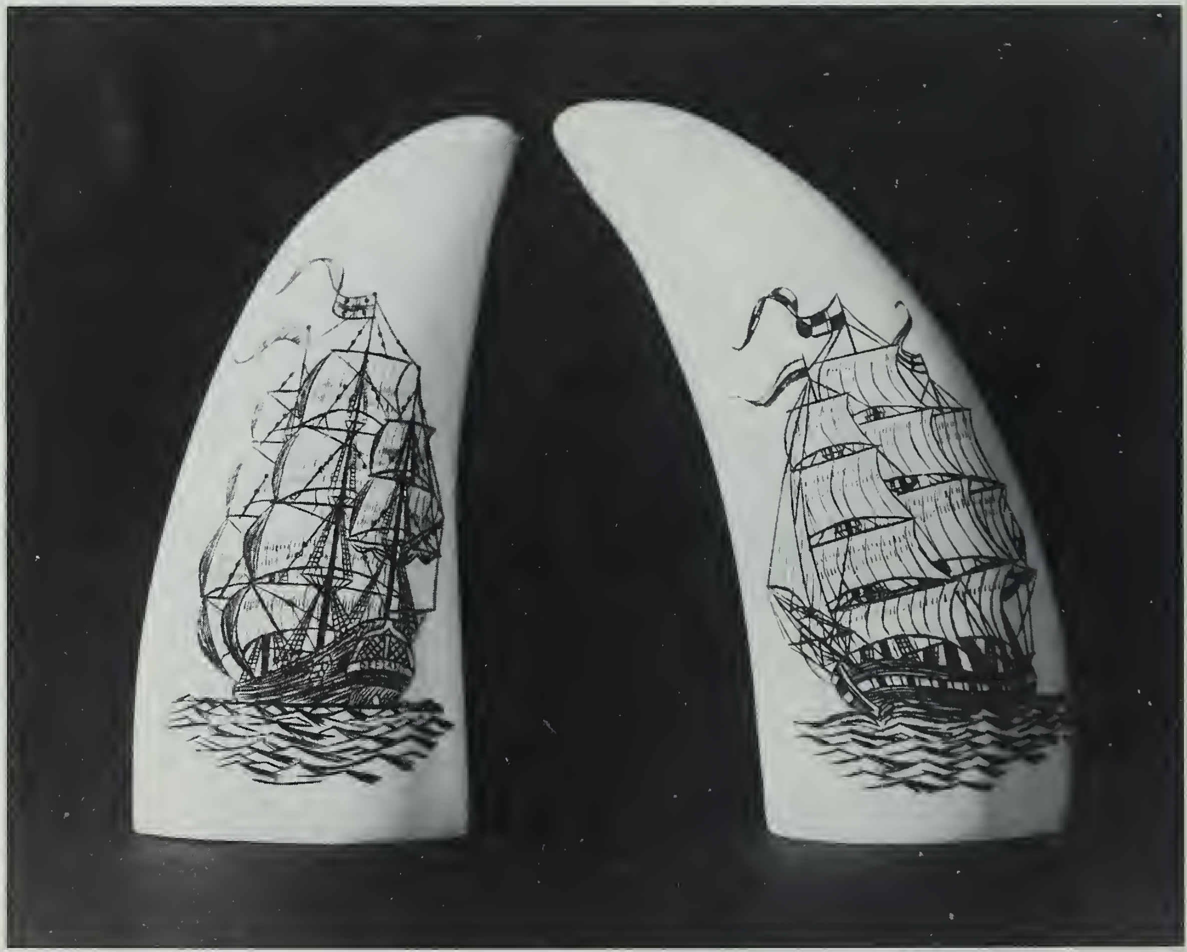
— YN2 Mike Sheeran
and JOC C.T. Craft

TILLY

CV 63

Reviving a bygone art at Annapolis

SCRIMSHAW



The life of the 19th century whaling man was not always the romantic and dangerous adventure that Herman Melville described in Moby Dick. More often than not the sailor aboard a New England whaler spent long hours on deck with little to do.

From those endless hours of boredom evolved the American folk art, scrimshaw, a craft of etching whale teeth and carving whalebone.

The word scrimshaw (derived from the Dutch "skimshander") involves what some people might consider a tedious and time-consuming task — such as etching an elaborate square-rigger, her pennant and flag flurrying as she slices through choppy seas — all on a space no larger than the palm of the hand. Today, more than a century after the end of the Golden Era of Yankee whaling, scrimshaw is being carried out by at least four talented midshipmen who are real scrimshaw buffs. They are Midshipmen Kris Mudge, Dave Crisalli, Rod Brunngraber and Bill Bruen.

Kris says he has always enjoyed carving but didn't try ivory etching until after he joined the Navy's enlisted ranks before entering the Academy. He bought his first whale tooth for $3 in Ocean City, N. J., and worked out his own method for etching a design.

The whalers who originated scrimshaw rarely used anything more sophisticated than their jacknives to cut designs and India ink, Lampblack, or, for a brownish tone, tobacco juice, to stain the etching.

Kris finds that a hobby craft knife works best for him (he's carved five sailing ship pieces), while veteran ivory carver Dave Crisalli uses a jeweler's graver for his detailed ship designs.

Dave's interest in scrimshaw developed, oddly enough, from his love of antique guns. In high school, he built replicas of old guns, equipping many with fancy ivory handles he carved himself.

"I did my first tooth last year when I was a plebe," Dave recalls. Like those before him, it was a diversion from routine that led to his becoming a skrimshander. Laying down his physics book, he picked up an ivory tooth and etched a square-rigger from memory. It took a mere two hours.

As easy as it might seem, the craft is "very tedious," according to Kris. "Polishing the tooth takes a lot of time even before you begin your drawing. And, if you make a mistake once you begin to carve, you have to polish it again and begin all over."

Another problem is getting select whale teeth. While old teeth have more interesting color, they have a tendency to chip when carved.

As did their whaling forebears, Kris and Dave have actually done scrimshaw at sea. Kris carved one tooth on board the Naval Academy yawl he skippers and Dave etched a square-rigger while at sea on his youngster cruise.

Midshipmen Brunngraber and Bruen joined the ranks of the 20th century skimshanders while they were taking a popular Academy English course, "Literature of the Sea." They chose scrimshaw art as a project to depict maritime history. It has since become an enjoyable hobby. Bill Bruen especially likes to use flat pieces cut from a whale tooth to make jewelry.

One might think the likes of carving whale teeth and bone somewhat out of place in a time when a Navyman's pace is in tune with nuclear power. Not as long as there are men like these midshipmen who appreciate yesteryear's simple, artistic pleasures such as scrimshaw.

Facing page: Two whale teeth ornamented with delicately detailed square-riggers etched from memory by Midshipman Dave Crisalli, his first effort at scrimshaw. Below: Bill Bruen (left) and Ron Brunngraber admire some of the original scrimshaw on display at the Naval Academy's museum. Bottom: Dave Crisalli works on a scrimshaw, carefully carving with a jeweler's graver.

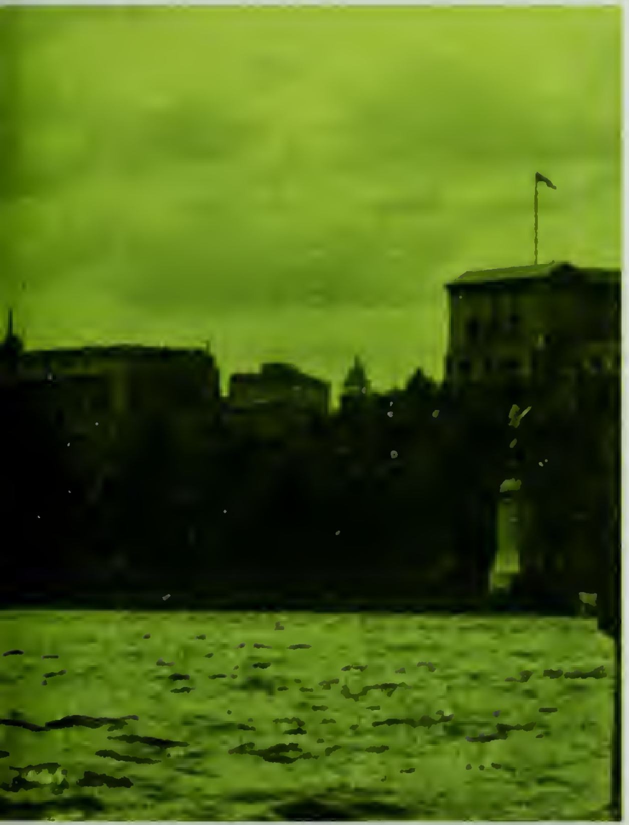
ALL HANDS
TRAVELOG

London

London is closer than you think—especially if you're in the Navy. Many Navymen and their families assigned to the Mediterranean have found it an interesting and readily accessible place to visit. From there it has been fairly easy-if you couldn't hop some kind of an intra-European military flight, you could go commercial air or take a train, neither of which was (or is now) expensive. Being assigned in the Med helps, but it isn't all that essential. Even a duty station west of the Mississippi River can be a pretty convenient place if you're willing to foot the bill and more and more Navy people are becoming aware of overseas flights. Military flights to Europe from the U. S. on a touring basis are difficult to manage, and consume valuable time waiting on a standby basis. But pay-your-own travel can be cheaper than you think, since airlines and charter groups are increasing trans-Atlantic flights – many selling packages which include hotel reservations and other travel expenses.

All European travel takes is a little ingenuity, a little stamina, and a big desire to see and appreciate *a new place. These are traits natural to most Navy people, so it's no surprise that they are joining the tide of tourists in Europe. One of those who recently did just that on a two-week leave was* ALL HANDS *staffer, JO2 Jim Stovall, who flew and traveled entirely at his own expense from Washington to Luxembourg and then took a train to London. He has filed this story and pictures of his trip:*

The cool, crisp air of the early morning sent a slight chill through my summer clothing as I walked off the boat ramp, toting a suitcase, a camera, and a slightly battered copy of Mark Twain's *Innocents Abroad*. The amount of light we had for that time of day normally would have made objects more than a few feet away indistinguishable, but when I looked up, there was no mistaking what I saw a few hundred yards ahead of me. Like hundreds of truce flags frozen in mid-flutter, the White Cliffs of Dover stood towering there, and from that very moment, I not only knew, but I felt I was in England.


Big Ben and the Houses of Parliament on the left, the government offices on Whitehall to the right, all overlook the Thames River.

That's the feeling most people experience when they cross the English channel and set foot on what is likely to be the land of many of their ancestors. There's a definite feeling of having arrived, but that doesn't mean the final destination.

For most tourists Dover, white cliffs and all, is just a train stop. The real goal is London.

Getting to London was my goal, too, that early October morning. London was a place I had been hearing about, reading and seeing pictures of all my life, but on this day it was going to become a reality. As strongly as I wanted to get to London, I might still be wandering around Dover if I hadn't been lucky enough to strike up a conversation with a member of the Royal Air Force while we were waiting for the ferry in Ostend, Belgium. He knew that our boat wouldn't be landing near the train station in Dover because it was a night car ferry. He knew that we would have to take a cab and be quick about it if we were going to catch the train. He knew how to get through customs quickly, and he knew about when we would be getting to London. I found his knowledge so vast that I considered it best to stick as closely to him as possible.

Thanks to my English friend and a quick-witted cab driver, we made it to the train station with about three minutes to spare. The train we caught was the early morning "milk run" from Dover to London — the train stopped at every conceivable place to pick up commuters. Since most of the English white-collar workers don't get to the job until close to mid-morning, the commuters on this train were what Americans would consider blue-collar. Little old ladies would get on the train with large bags filled with lunches, knitting, and other assorted props to help face the day. Middle-aged men and women would board with their conversations never taking a break — most of which were inaudible to the untrained ear of this American. Later during the trip there were schoolchildren — always uniformed — and a few white-collar types carrying briefcases.

Outside the train, rolling countryside and small farms blurred with villages, towns, factories and rowhouses. In the fields late crops were being harvested, and small country lanes stretched into the distance. Smoke curled from tall stacks; the streets were beginning to fill with traffic. The variety of things to see both inside and outside the train was endless. As my English friend said to me on the way to London, "This country has everything but desert."

Approaching the city from the southeast, one doesn't see much of London; that is, the picture-postcard London. Instead, there are numerous small industries and crowded streets with rows and rows of houses. This is a part of London few tourists see. It's a section of the city where there really isn't much reason for tourists to venture.

The train from Dover took us to Victoria Station, one of the largest commuter centers in the city, and when we arrived, at 8 a.m., the morning rush hour was well under way. The crowds of people, buses, cars, trucks, bikes and motorcycles were monumental. They were monumental not simply because there were so many of them. It all had a special effect because the streets of London are much more narrow than American streets, and the whole place seemed more crowded.

Just after arriving, I had a chance to stand across the street from Victoria Station for a few minutes and watch the crowds. Mobs would stream out of the station and pile themselves up waiting for a crossing green light. When that light would flash, they would pour out onto the street and then disperse in all different directions on the opposite curb. The light would turn red; another crowd would form; then it would be released with the green light. Over and over this happened, and I began to wonder where all these people were coming from, and where London would find room to absorb them.

London actually does a good job of soaking up this influx. After the rush hour, walking through the streets became most enjoyable. The American pedestrian must be cautious, however. First, traffic uses the left side of the street, and most Americans experience more than a few near-misses when they step off a curb, looking the wrong way as usual.

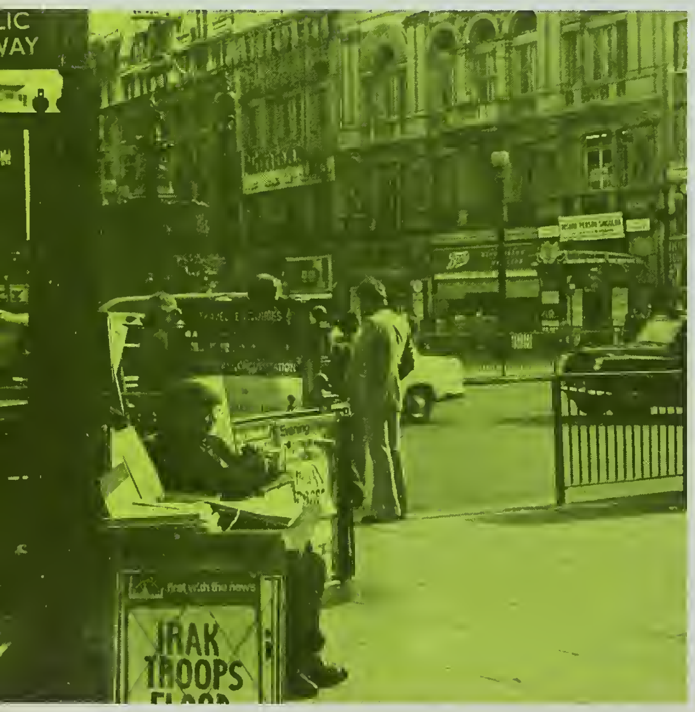
Another problem we encounter is that, unlike the States, where pedestrians have an almost absolute right of way, in Britain pedestrians are just barely tolerated by motorists. It's not, however, the wild, reckless driving one encounters in France or Italy; rather, it's like a cold-blooded determination to exercise the final triumph of machine over man.

Even so, walking is most interesting in London. A complete map of the city showing most of the places you would want to see can be obtained from the tourist bureau at Victoria Station. A close look reveals another idiosyncrasy of London: Many streets change names in the middle of the block. The map then is invaluable; it tends to bring some sanity into this chaos. For instance, in the space of a mile, High Holborn becomes Holborn Circus, then Newgate Street, then Cheapside, then Poultry, then Cornhill, and finally, Leadenhall Street. It all goes to show that a newcomer has to be wideawake on London's streets.

Even with the most careful planning, you're bound to get lost or at least a little mixed up. In that situation, there are at least a couple of things you can do to correct yourself. One is to seek out a "bobbie," a London policeman; they won't be far away or hard to find. They are among the friendliest people one finds in London, and they are more than happy to set a tourist straight and even offer a few helpful hints about what to see and when. (Example: one came up to a visitor leaving the Charles Dickens house and suggested that he check out the Benjamin Disraeli house just around the corner, a spot that wasn't on the map.)

Another way to correct yourself if you get lost is just to stand and conspicuously look at a map. Someone will stop and ask you if you need help. There seems to be an unwritten code that people shouldn't be left standing around looking puzzled. Consequently, Londoners will try to help, even when they're not sure they can.

Late one afternoon I had just gotten off the subway



at South Kensington station and was standing in the station hallway trying to figure out which way to go. The hallway had two exits, one bordering on Onslow Sydney and the other on Thurloe Street, the street I wanted. I could tell that from my map, but standing inside the station, I couldn't figure out which went where. Within 15 seconds, I was approached by an elderly gentleman in a threadbare coat who, having ascertained my problem, pointed to the exit on the right and said, "Try that one. I think that's it." Then his face clouded, " 'Course, if that's not it, you should try this other one." He then left satisfied that he had strightened out another floundering American.

There are a couple of other ways to get around London, but driving isn't one of them; leave that to the Londoners. Taking a cab is a delightfully inexpensive and convenient means; adventurers, however, may want to try the buses. These, too, are inexpensive and convenient, and you can see a lot of the city that way. The routes may be a little hard to figure out, but again, all you need to do is ask.

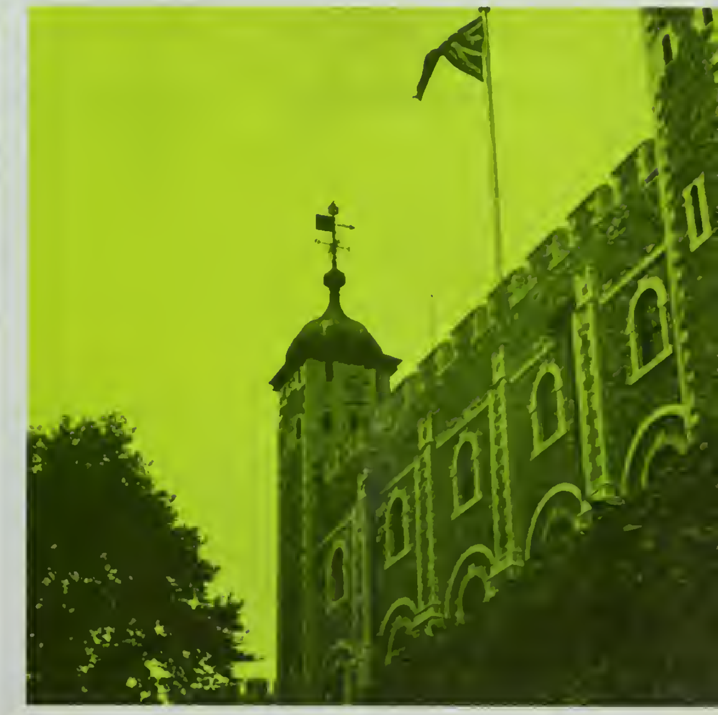
My preference, however, is the subway, or "tubes." London's subway, described as the best in the world, is extensive and more is being built. There is hardly a place in the city that isn't within easy walking distance of the tubes. Despite the extensive system, subways are really easy to fathom. Signs telling one exactly where to catch what populate all of the subway stops and stations. In the cars themselves are maps of that particular train's route, naming the stops, so there's little chance of missing a station, getting lost or mixed up.

If, in the future, cities are declared obsolete or they're condemned outright, one which should be kept functioning is London. There is little in the world that you won't find there. The city's citizens dress in everything from Dickensonian constumes to miniskirts (Chelsea, in fact, is the original site of that particular item of feminine clothing). London, too, has preserved its past in places like the Tower, Westminster Abbey, and Fleet and Threadneedle Streets. Then there's Speaker's Corner in Hyde Park — like no other place in the world.

Museums, theaters, cultural opportunities abound, along with a great variety of shopping opportunities. The people are among the world's friendliest, and there is never an age barrier. Making friends in London just comes naturally.

London is worth going out of your way to see. Once you've seen it, it will never be out of your way again.

Facing page left: A tranquil newsstand attendant amidst the bustle of Piccadilly Circus. Facing page right: The picturesque Tower Bridge built in the 1890s. Left: Speaker's Corner in Hyde Park. Below: Historic White Tower in the walled Tower of London.



letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Pers 164, Bureau of Naval Personnel, Navy Dept., Washington, D. C. 20370.

Reserve Officer Input

SIR: How does a person go about applying for a direct commission in the Naval Reserve (1405 engineering duty officer — ship engineering). J. K. S., Raymond, N.H.

• *We have been informed that the present need in the Naval Reserve is for an input at the junior officer level, and appointments are being offered in the grades of ensign and lieutenant (jg). The age limit for appointment is 34. A maximum of three years' compensatory credit can be allowed for previous active duty, but no waivers of age beyond that are being granted.*–ED.

Schooling Through VA

SIR: I am a Navy veteran and I'm preparing to attend an apprentice school soon to be an electrician through an electrical union. It will last six months. Am I entitled to any VA benefits while attending this and how do I go about getting them? — D. M., Fairbanks, Alaska.

• *Veterans who have served on continuous active duty for more than 180 days and who were released under conditions other than dishonorable are entitled to GI educational benefits. Veterans released from active duty after 31 Jan 1955 have eligibility for eight years after release or until 31 May 1974, whichever is later.*

An eligible veteran may pursue, on a full-time basis only, an approved program of apprenticeship or other training on the job. Apprenticeship or on-the-job training programs must be approved by a state approving agency. You are advised to contact the Veterans Administration regional office in your state for complete details.–ED.

Constructive Time

SIR: I have been told that I will not be allowed constructive time for my minority cruise. I was a 9901-enlisted in 1957 for nuclear power school at age 17½. At age 18 I signed an agreement to extend two years and 180 days to make a total of six years. I served the minority cruise, received a bonus for the two-year extension, and got out one month early on the 180-day extension to go to school. On a subsequent two-year enlistment, I shipped over early for four, then got out early again for school on another 180-day extension. I am now on a third period of service. Do I get constructive time for the minority cruise or the early outs? — TC1(SS) F. L. T.

• *A member who has served on a minority enlistment which is extended does receive constructive service credit for four years for the minority enlistment, plus constructive service credit for the extension if served within three months of the expiration date. A review of your service record reveals that you will receive six months and 18 days of constructive service on the minority enlistment as extended (five months and 18 days for the minority enlistment and one month for the extension) for the purpose of transferring to the Fleet Reserve. You will also receive constructive service on any subsequent reenlistment or extension if served to within three months of expiration.*

Therefore, so long as you are not released more than three months prior to the expiration of your enlistment or enlistment as extended, you receive constructive service for the full enlistment. – ED.

Retirement Advice

SIR: I am a temporary WO, permanent E-9. Do I have to have 10 years' commissioned service to retire? Does constructive time count towards the 20 years' active service required for retirement? Last, will I be subject to provisions of the Dual Compensation Act if I work for the federal government after I retire?

• *Permanent and temporary warrant officers, including permanent WOs serving in temporary LDO grades, have no commissioned service requirement for retirement eligibility. Upon initial appointment to WO, a three-year obligation is incurred. Also, time-in-grade and time-on-station requirements are promulgated in SecNavInst 1811.3H as currently modified by BuPersNote 1811 of 26 Oct 1973.*

Constructive time may not be counted under any officer retirement law; constructive time may be utilized only if you choose to revert and *transfer to the Fleet Reserve. Temporary officers are subject to dual compensation provisions if retired with less than 30 years' active duty.*

Persons with a permanent enlisted status with 30 or more years' active duty are retired under the enlisted law and are not subject to dual compensation provisions.

Since you have less than 30 years' active duty and dual compensation is a consideration, you may desire to consider reversion and transfer to the Fleet Reserve. SecNavInst 1920.5A, BuPersInst 1430.16 (302.10), BuPersMan Chapters 26 and 38, and Navy Guide for Retired Personnel and their Families (NavPers 15891C) provide information which will assist in this decision.–ED.

Swaps Listing

SIR: I'd like some information about swaps at no cost to the government. — AMSAA J. M.

• *You should send a letter request to the Chief of Naval Personnel (Pers-532) via your commanding officer for endorsement. When the letter (including certain required items of information in a specific format, as shown in Chapter 16, Enlisted Transfer Manual, NavPers 15909B) is received in BuPers, a postcard will be mailed to you to inform you of receipt of request. The information then will be coded and put on a master swap list of other personnel of your rating and paygrade who desire a swap. If a swap is feasible and can be negotiated, you will receive orders directing your transfer at no cost to the government. If, after six months, no swap can be negotiated, your name will be removed from the swap list and you will be notified that you are no longer in the swap program. You may resubmit your request if you desire and remain eligible in accordance with reference cited above.*–ED.

Drawing Retainer Pay

SIR: I will be a permanent CWO3, with two years in grade, when I have a total of 19 years, eight months of active time on 1 Oct 1974. Can I transfer to the Fleet Reserve at that time and draw retainer pay based on CWO3 with over 20 since I have enough constructive time, earned while enlisted, to give me a little over 20 years — CWO2 W. E. B.

• *You will become eligible to revert to your permanent enlisted rate and transfer to the Fleet Reserve after 19 years and six months of active service, day for day. Your constructive time, which carries you over 20 years as of 1 Oct 1974, will count for pay purposes, but you will be paid in accordance with your enlisted rate until you reach 30 years, when you are eligible for pay as a CWO3 – but based on your pay in that grade at the time of your reversion and transfer.* – ED.

Qualifying in Subs

SIR: Hearty congratulations to Lieutenant Commander Charles T. Ricker Jr., USNR, on his qualification for command of submarines while serving on active duty in the Naval Reserve. (ALL HANDS, April 1973)

Although he may well be the second, LCDR Ricker is not the first Reservist to achieve this rare distinction. That honor belongs, I believe, to Captain William J. Gilmore, USNR, of Charlotte, N. C. Unfortunately, I do not know when or in what submarine CAPT Gilmore completed his qualification, but I am sure that my claim can be verified by BuPers records.

In 1969, when I had the pleasure of meeting him, CAPT Gilmore was Commander, Naval Reserve Group Command 6-16, in Charlotte (a position analogous to that of squadron commander in the regular Navy). I learned of his qualification for command while on inactive duty from one of his staff.

Wherever you are, send ALL HANDS to the folks at home

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Regardless of who got there first, LCDR Ricker's achievement is the next thing to the impossible dream. Qualification for command of submarines is a demanding task for officers who have spent every minute of every working day (and a good many Sundays and holidays) in or around submarines and submarine activities; for the Reservist who lives inland and works all day at a civilian job, the task is all but impossible.

So, hats off to CAPT Gilmore and LCDR Ricker, two very exceptional officers. — LCDR Geoffrey Naab, USNR-R

• *Thank you; the information in your letter has been verified by the cognizant BuPers office. CAPT Gilmore qualified for command of submarines in July 1965 following his June 1965 active duty for training period. We agree; hats off to both CAPT Gilmore and LCDR Ricker.*—Ed.

reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine (Pers 164), Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, four months in advance.

• USS *Biloxi* (CL 80) — a 30-year reunion is planned for 3-5 May in Durham, N. C. Contact Bill Stauber, 1519 Rosedale Ave., Durham, N. C. 27707.

• USS *Doherty* (DE 14) — a 31-year reunion will be held during the week of 25 June. Contact Harry E. Barbrey, 112 Greenbrier Drive, Simpsonville, S. C. 29681.

• USS *Loy* (DE 160/APD 56) — a reunion is planned for 24-27 May in Arlington, Va. Contact Robert Mahoney, 10 Mayberry Pl., New Hartford, N. Y. 13413.

• *LST 395* — a ship's reunion is planned for 30 Aug-1 Sep. Contact Frank A. Gaeta, 218 N. Chestnut, Olathe, Kan. 66061.

• USS *Savannah* (CL 42) — the fifth annual reunion is planned for 6-8 Sep at St. Louis, Mo. Contact GMGC O. J. Jindracek, USN (Ret), 63 Thayer Drive, New Shrewsbury, N. J. 07724.

• USS *O'Bannon* (DD 450) — a reunion will be held in August at Gettysburg, Pa. Contact Marland J. Zeigler, 118 East Middle St., Gettysburg, Pa. 17325.

• *Company 4027-44* of Farragut, Idaho, and Plank Owners of USS *Nereus* (AS 17) — a reunion is planned for June. Contact John D. Groo, 2109 Illinois St., Vallejo, Calif. 94590.

• USS *Cannon* (DE 99) — a reunion is being planned for late summer or early fall. Contact CSCS Robert T. Olinger, NRF Arnold Ave., Lower Burrell, Pa. 15068.

• USS *Hunter Marshall* (APD 112) —a reunion is being planned for late summer or early fall. Contact CSCS Robert T. Olinger, NRF Arnold Ave., Lower Burrell, Pa. 15068.

• USS *Henley* (DD 391) — a reunion will be held on 20-21 Jul near Joseph, Ore. Contact Roy E. Anglen, SMC, USN (Ret), P. O. Box 198, Hume, Ill. 61932.

• USS *Chandeleur* (AV 10) — a reunion will be held 3-4 Aug. Contact Mrs. Kenneth E. Boyd, Rt. 4, Box 145, Culpeper, Va. 22701.

• USS *Razorback* (SS 394) — a reunion for World War II crewmembers will be held sometime in 1974. Contact Jason Miller, 146 Birch St., Dover, N. J. 07801.

• USS *Birmingham* (CL2 and CL 62) — a reunion is planned for 13-15 Sep in Las Vegas, Nev. Contact Buck Glans, 1849 Indpls. Blvd., Apt. 2, Whiting, Ind. 46394.

• USS *Tuscaloosa* (CA 37) and USS *Wichita* (CA 45) — a joint reunion will be held 28-30 Jun in Norfolk, Va. Contact Bernard J. Wolters, 510 Elizabeth, Kansas City, Kan. 66101.

• USS *Smith* (DD 378) — a reunion is planned for 1-3 Aug in Colorado Springs, Colo. Contact R. W. Rhodes, 755 Hawthorn, Boulder, Colo. 80302.

• USS *Ticonderoga* CVS 14) — the annual reunion will be held on 10-12 May in Chicago, Ill. Contact Elton L. Whitney, 2408 W. Azalea Drive, New Port Richey, Fla. 33552.

• *115th Seabees* — a reunion is planned for 1-4 Aug in Harrisburg, Pa. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203.

• *U. S. Naval Group, China* — the Sino-American cooperative organization will hold its 20th annual reunion 20-23 Jun in Anaheim, Calif. Contact Dr. William S. LaSor, 1790 E. Loma Alta Drive, Altadena, Calif. 91001.

• USS *Wasp* (CV 7) — the second reunion will be held 20 Jul in Norfolk, Va. Contact Wasp CV 7 Stinger Club, Box 14518. Albuquerque, N. M. 87111.

• *43rd Seabee Battalion* — the 16th annual reunion will be held 9-11 Aug in Daytona Beach, Fla. Contact Thomas A. Gifford, 100 Ives St., Waterbury, Conn. 06704.

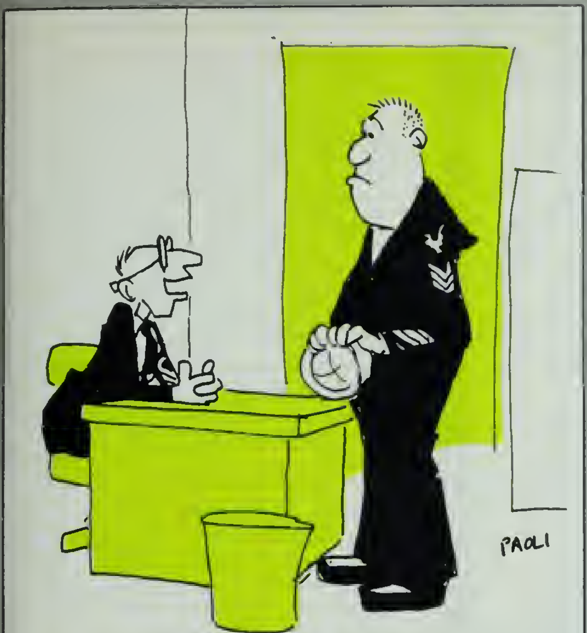
• *VPB 28* — a reunion is planned for crewmembers stationed in Puerto Princesa, Cavite and Jinamoc, Republic of the Philippines, during 1944-46. Contact Charles R. McGill, 914 SE 12th St., Deerfield Beach, Fla. 33441.

• USS *Lexington* (CV 2) — 21st reunion will be held in Long Beach, Calif. 26-29 Jun. Contact Walter D. Reed, 5410 Broadway, Oakland, Calif. 94618.

• *VC 91*—officers and enlisted men interested in a 30th reunion in 1974 are requested to suggest dates and places to Ed Spencer, 9105 Burley Drive, Bethesda, Md. 20034.

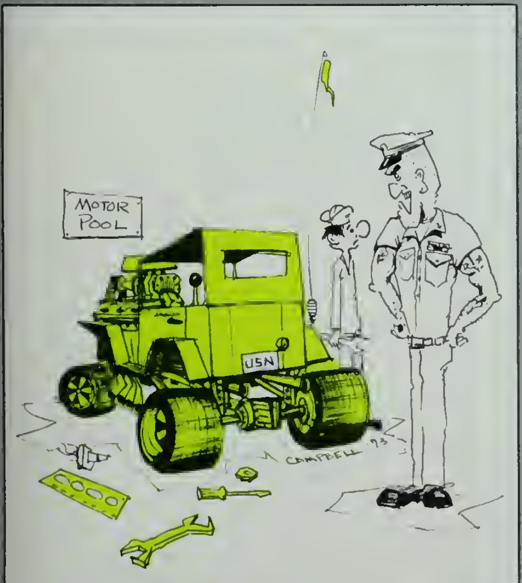
on the serious side

IC1 Jeremiah H. Paoli



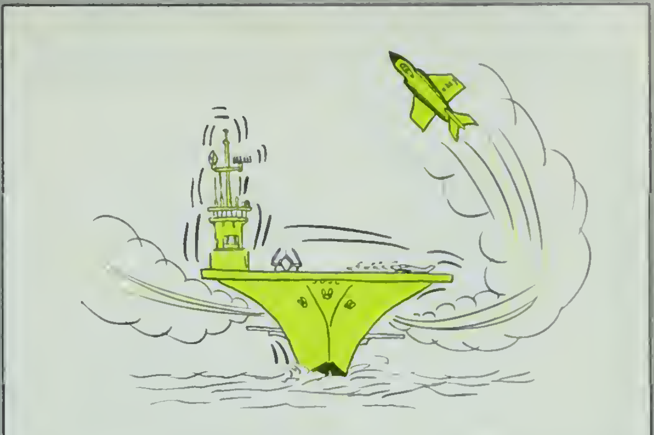
"I don't care how many 'Perry Mason' shows you've watched; you still don't qualify for the legalman rating."

LTJG Thomas J. Campbell



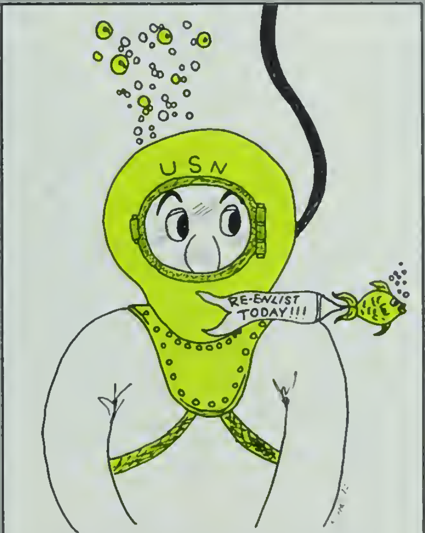
"This is not what I meant by 'tune up the jeep' . . . sailor!"

CS(DM)1 Edwin E. Markham



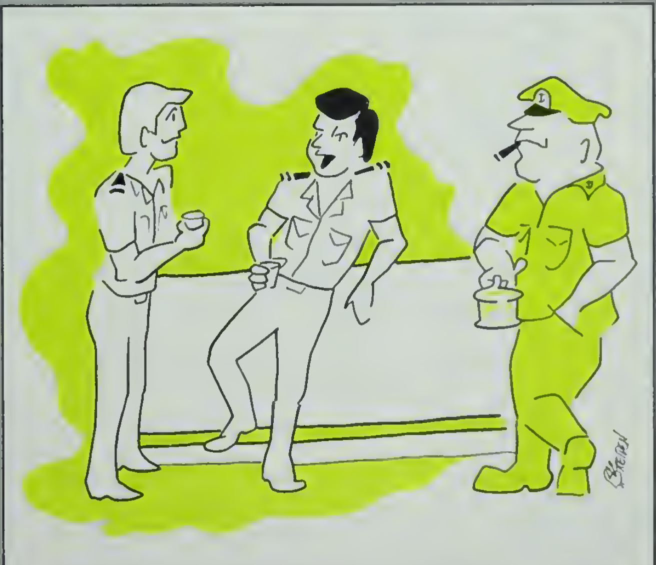
"Have Ensign Young report to my quarters as soon as he lands!"

ETN3 Ralph Starland



"They don't leave any place untouched in their campaign!"

ENS Kenneth J. Breiden



"he's got to drink his beer out of a coffee mug . . . it's stuck on his finger."

TAFFRAIL TALK

Old ALL HANDS staffers don't fade away — they just go away. Such, at least, is the case of James S. Trezise, former Journalist 2nd Class and writer of articles and Navy News Briefs among other things for the magazine. Jim — nicknamed by the staff "Bear" because of the fuzzy look his beard gave him — left ALL HANDS and the Navy about a year ago. A graduate of Allegheny College in Pennsylvania, he had been able to begin work on his master's degree in International Communications at American University while he was in Washington.

Upon completing his tour in the service, Jim stayed in Washington to finish up his degree work, which he completed in about seven months. All of that armed Jim with a bachelor's degree, a master's degree, and two years of working media experience — plenty of protection against the rigors of unemployment, right?

Well, not exactly — you see, Jim has always had this additional dream of going to school in some exotic land, study art and bask in the sun, and contemplate the glories of mankind. So, after doing his duty and getting his education, Jim decided to fulfill his dream. He applied to the art achool at the University of Besancon, located in a small town in eastern France near the Swiss border. He was found there in October — basking in the sun, studying, contemplating the glories of mankind and living off the generosity of the GI Bill (thanks to the service he rendered the Navy, both afloat and ashore) — by traveling ALL HANDS staffer, JO2 Jim Stovall, who took a couple of weeks of leave and went to Europe.

Jim reports that "Bear" couldn't be happier and describes his present life as "nirvana." And so it goes. The workers/dreamers shall inherit the earth.

★ ★ ★

People who study such things will tell you that the 27-mile marathon is the ultimate physical test for the human body. People who actually participate in it are likely to agree – emphatically. One of those who would be in agreement with that is Lieutenant (jg) Philip S. Camp, quality control officer for the air operations department at NAS, Alameda, Calif., who is thought to be the Navy's fastest marathon runner in history.

LTJG Camp recently participated in the National AAU Marathon Championships in Burlingame, Calif., and of the 310 runners, he finished fourth. He took the 26-mile, 385-yard course in two hours, 20 minutes and 27 seconds, bettering his old record by four minutes and the standing Navy record by 20 seconds. (Huff!) Congratulations (Puff!).

The All Hands Staff

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AT RIGHT: HELPING HANDS — A U. S. Navyman assists a Canadian sailor to handle his ship's lines while both their ships were docked at Fort Lauderdale, Fla. Photo by PH1 B. W. Wendell, Jr.

NAVY HORIZONS

...there's always room to move forward

ALL HANDS

Chaplain Fox

OF
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MAR 27 1974

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MARCH 1974

'Underway on coal

power'

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

MARCH 1974 Nav-Pers-O NUMBER 686

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The Chief of Naval Personnel

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John A. Oudine, Editor

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John Coleman, News
Ann Hanabury, Research
Michael Tuffli, Art
E. L. Fast, Layout
Gerald Wolff, Reserve

FRONT COVER: Superimposed over a photo of "Old Ironsides" is a ship's wheel adorned with signal flags from the letters A to P (read clockwise). **BACK COVER:** Overlaying a photo of a ship from today's fleet is a ship's wheel with flag signals Q to Z and numbers 1 to 6. Designs for covers and Flag articles by DM2 Ken Cassady, ALL HANDS art staff.
LAYOUT assistance in this issue by JO2 Dale K. Wagner.

AT LEFT: COAL POWER—CDR Ferdinand C. Dugan, III, Commanding Officer, USS Johnston (DD 821), gives orders as his ship heads down the Delaware River. Johnston became the first U.S. Navy combat ship to be powered by coal since the 1920s and is part of the test phase of Project SEACOAL I. Photo by LCDR Gary A. Phillips.

ENERGY CRI

As doctors sometimes say, "It's going to get worse before it gets better." The same holds true for the energy crisis — but we've been in crises before.

The crisis, so far, has revealed a few things about Americans. For one, Americans have a reputation for being a wasteful people and have been that way for decades. For too long we have looked upon our nation as the land of plenty, hardly giving a thought to tomorrow, let alone the needs of countless generations which must surely follow. Another truism bared in the cold light of fact is that we are now discovering that we can get along with much less, we don't really need everything we thought we had to have.

In the current crisis Americans are learning to sort out their wants from their needs; it's great to want something and actually get it, but a person finds that a want is something less than a need. The energy crisis is fast pointing the way to cutting down on the wants of Americans and making them appreciate actual needs, especially when those needs haven't really been cut down.

Where and how did it all begin? Most recently, it started last summer. Americans discovered that pulling up to the local gas station and saying, "Fill 'er up," could draw a negative reply accompanied by a shrug of the shoulders — not all gas stations could deliver the liquid all the time. As stations started to close down at night, and then one day a week, and even two days a week, the message started to come across — fuel for transportation was becoming limited. Then, in the heat of the summer, brownouts were occurring in some of the larger cities, reductions in output were taking place, and high temperature days usually resulted in massive transfers of power from one district and region to another. There were no actual breakdowns as in past summers but breakdowns were fully anticipated. As summer faded into fall, the problems increased and spread to public transportation systems and large office complexes. By winter it had spread to factories, private homes and all forms of transportation. Nor was there relief for the supply and demand cycle with the coming of 1974. If anything, things were getting worse, hope was fading as to when it would all get better.

But last summer was not the actual beginning of it all. Most likely it began with the introduction of electric power and the horseless carriage around the turn of the century. America — land of plenty — had plenty, at least for those times and some decades which followed. But Americans demanded, and got, faster and more powerful horseless carriages. Americans demanded, and got, more work-saving appliances, more and more things powered by electricity. Then Americans, with most of their needs well taken care of, started to place their wants at the forefront — air-conditioning, not only in places of entertainment and work, but in their autos and their homes; dishwashing by machine instead of by hand was another want; trucking out the garbage even became less burdensome as disposals and compacters came on the market; and, just to put a short end to a long list, Americans satisfied this want craving with such things as electric toothbrushes, hair combs, and even home shoeshining devices. The land of plenty produced and imported much to satisfy one desire after another and continually drew on dwindling energy stockpiles to keep these labor-saving devices and comfort machines in peak operation. Americans figured that they had so much energy and power-producing plants that they could even install moving sidewalks to ease the tired frames of mankind. Machines were every place, doing everything and no one — except for a prophet here and there — bothered even to look for the light at the end of the tunnel.

It was a great show while it lasted, we even got flashing lights to go along with record and tape playing home entertainment centers. But then, last year, the bottom of the brown paper bag became wet and when the bag was lifted, the bottom fell out. The thud made when the bottom fell out was heard around the world, in Europe and the Far East as well.

Of course the international situation was a catalyst of sorts but it wasn't the prime mover. New oil fields were getting harder and harder to find and it was far from refreshing when Americans discovered that they were cut off from foreign sources in some cases, and the prices were doubled and even tripled in other foreign marketplaces. Wants started to become tarnished and tinseled things; needs became paramount — that's where it stands today.

It has taken us some time learning, but the lesson has started to come across. Americans have since discovered that driving at high speed not only wastes gas and oil but — as the safety people have been telling autoists since Henry Ford began his trade —

SIS

speed also kills. As the speed limits went down on the nation's highways, so did the death rate; Americans didn't kill or maim nearly as many of one another during the past holidays as in previous years. At 50 and 55 mph people discovered there was time to react in an emergency situation. At work and at home and at public gatherings, it was found that 68 degrees was a livable temperature and revival of the use of sweaters did have merit. Many people haven't worn them since they were kids; in the old days mothers had fits if they weren't worn even in the house. A 68-degree indoor living temperature is still considered high by some European standards.

Since the crisis impacted, most Americans have taken a close look at their living habits and started to discard many which are purely wasteful. Checking around the house and in working spaces, practically everyone became conscious of lights turned on in rooms which were unoccupied, outside lights on just for the sake of it, and TV and other home entertainment systems blaring away in vacant rooms. Adults and kids learned to close a door tightly instead of limply pushing it closed, and instant-on TV — another marvel of our generation — was unplugged when off duty. Other habits were slowly, yet surely, changed. The family chariot wasn't used when walking could just as easily accomplish an errand or when two and three short trips could be combined in one. Neighbors and shipmates rediscovered the lost, World War II art of car pooling, and it was becoming second nature to call a friend if one were going to the commissary; chances are both were planning to go at the same time and one car could be used for the trip to the base. Entertainment started once again to center around the home, rather than being something which was obtained at all ends of the road map. Families began to see more of each other, neighbors gathered more often in one another's homes.

Experts say that at this moment our nation has only about 40 years' worth of oil in the ground; it took nature millions of years to put it there. Once an oil well goes dry, it stays dry. Coal is still there in abundance, yet getting it out of the ground has become an expensive and complex operation over the past few years. Labor is only part of the cost factor — the list of needs in this area also includes very costly machines and expensive mine safety measures.

At the same time, timberlands have been stripped, and replanting takes time to bear results. Surprising to most, the supply of paper as a wood by-product has fallen victim to wasteful practices. Handkerchiefs may come back into style once more.

There is, of course, the brainchild of World War II, nuclear power.

It is a proven factor; not only is it used in ship construction as a primary means of propulsion but it has also been harnessed and put to use on dry land in various parts of the country as a means for supplying electrical power. Yet, nuclear power requires costly equipment and controls, and in the community, it has its opponents as well as proponents. But it stands as a symbol of lasting energy to a fuel-conscious world.

What is sorely needed is a balance of ideas and emotions, along with an acceptable balance in the ecological world, which would allow man, nuclear power, and nature, to live side by side in the same sphere; not an easy task by any measure of the yardstick.

Then, there's the ultimate source — the source of all life, excepting possibly water — and that's the sun. The science of capturing solar energy has made strides in recent years but much has to be learned and much has to be accomplished before use of this energy source by man becomes commonplace. On one side of the scale of the future, atomic energy stands ready and waiting to be used. On the other side is solar energy, still far removed from becoming a common source to fill the present needs of man.

Add to these two the oceans of the world and the harnessing of the power of moving water and there is still another potential, just beginning to be talked about, very much in the embryonic stage of its life.

It all boils down to man's desperate need for a workable and sufficient fuel source which will not only take him through and out of the present crisis but, also most importantly, will give something to generations yet unborn. Modern man of only some generations in the future is faced with a challenge in the chain of events whose first episode, historically speaking, began with the start of the Age of Fire.

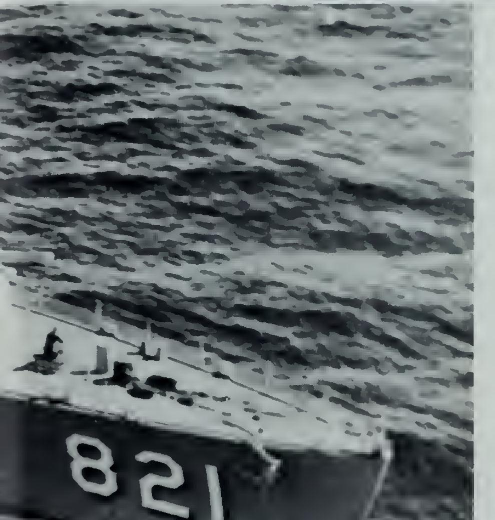
In the days and the months to come, we all may look back and admit that the energy crisis, despite its grimness, was a good thing, in a way. Perhaps it will act as a crystal ball and show everyone today the plight which the world could face in the future yet to come. Already people are beginning to realize how dependent everyone is on fuel and how many things move or do not move because of the amount of fuel on hand. Practically everything we have or use is in some way connected with fuel either directly or indirectly and, at the very apex of the triangle is the world's food supply. It, too, is dependent on energy to make supply meet demand.

Getting down to practicalities, what can we do about it — now? On the following pages are some pointers garnered from the experts — on the subject of Navy fuel conservation, and pertinent information for the sailor, the citizen, the home-owner, the traveler, and his family.

LIQUID COAL

There was an experimental mood concerning fuel within the Navy long before the energy crunch hit the headlines. Few were surprised, therefore, when the Naval Reserve Force destroyer USS *Johnston* (DD 821) was, last November, used to test a liquid fuel derived from coal.

The test was a part of Project Seacoal — a series of experiments with liquid coal products to find substitutes for energy sources now employed by naval ships and planes. The fuel used was called Seacoal I, to distinguish it from other fuels still to be tested, and was processed from a synthetic crude developed by the Office of Coal Research (OCR), Department of Interior. The experiment was conducted to demonstrate the compatibility of the fuel with shipboard power plants and to provide information to industry



Left: USS Johnston (DD 821), the latest "coal burner." Above: USS Kansas (BB 21) running trials in 1906.

for production purposes.

Project Seacoal is an extensive program to evaluate and use synthetic fuels in Navy boilers, gas turbines and pumps over the next three years. The *Johnston* test evaluated the synthetic obtained by OCR in its Project COED (for Char Oil Energy Development process). It is one of four processes being studied by OCR and the Bureau of Mines which can produce liquid fuels from coal. The products of the processes have many of the properties of crude oil.

The Navy plans to evaluate each product once it is developed to the point that it is usable in Navy propulsion systems. Project Seacoal II will designate the next phase of Navy testing of coal-derived liquid fuels. Additional possibilities for Navy use are synthetic fuels derived from oil shale and tar sands which also are being studied by the Department of Interior.

The concept for Project Seacoal I originated with the Combat Systems Advisory Group of the Naval Material Command. The group, having kept itself informed concerning OCR progress in fuel studies, recommended Navy testing of OCR's COED fuel.

COED fuel is obtained through a process called *pyrolysis*. The basic fuel (coal) is crushed, then decomposed by using heat, pressure and catalysts. Pyrolysis is then followed by a hydrogen treatment which produces the synthetic oil-like fuel. The pyrolysis also produces a number of by-products.

The cost of producing COED synthetic oil can be reduced by selling the pyrolysis by-products for commercial use. Predicated on this, the ultimate cost of production is estimated at around $5 per barrel (42 gallons). In September 1973 (before the general price rise in petroleum products) a barrel of Navy distillate, which is now being used by the Navy, cost around $5.25.

Above CDR F. C. Dugan, III, CO of Johnston. Facing page: BT1 Mauldin lights off liquid coal fuel in the No. 3 boiler.

As with most new products, everything does not come up roses the first time around. Initial testing of COED proved the fuel to be unsafe for Navy shipboard use because of its low flashpoint. The fuel had to be distilled to remove the light fractions which were responsible for the low flash point.

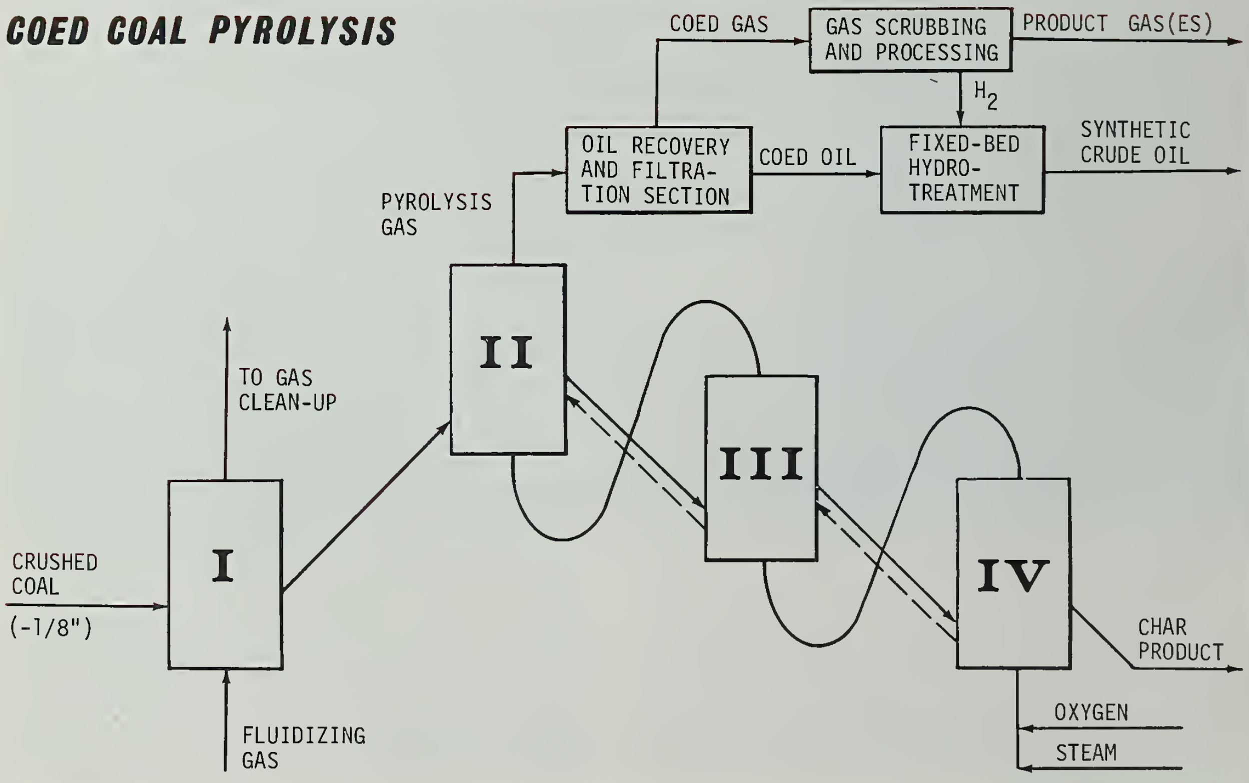
A Navy contract was then let to eliminate this deficiency and the final processed fuel, Seacoal I, is considered to be as safe as Navy distillate fuel. It is about the same consistency as cough syrup and its sulphur content is low thus making it environmentally acceptable.

Also, the fuel is thicker than some others used by the Navy. It can't be poured unless its temperature is at least 60°F or higher. The Navy prefers a 10 to 20° pour point. This difficulty, however, could be overcome by using a fuel preheater in the ship; also, it may be possible to improve the pour point.

A considerable amount of work is still to be done, of course, before the most efficient new fuel is found although encouraging strides already have been made. If progress continues, it may not be too much longer before the Navy will again be steaming through the world's oceans powered by coal albeit in a liquid form.

For an example of what's involved in the process of converting coal into synthetic crude oil — it's called COED Coal Pyrolysis — see the chart accompanying this article. — **Photos by LCDR Gary A. Phillips.**

COED COAL PYROLYSIS



821

SAVING ENERGY

NAVY AT WORK

The Department of Defense consumes about 2.5 per cent of all the energy (including petroleum, electricity, coal, natural gas and propane) used in the United States. This is a small figure, but it will represent an estimated $2.5 billion expenditure in FY 74. While conservation measures will hold down usage, a 20 per cent dollar increase is predicted for FY 75, so it is clear that DoD uses a lot of energy.

Petroleum and electricity are the two largest energy sources used by DoD — 72.5 and 16.6 per cent, respectively, of all the energy it uses. Of this, aircraft use over one-half and ship and installation support about one-sixth each of the total petroleum requirement. The Navy uses almost 36 per cent of DoD petroleum. With this tremendous amount of energy under its control, how is the Navy meeting the President's call for a seven per cent reduction in energy consumption? The Chief of Naval Operations has set the Navy's energy reduction target at 15 per cent.

Operationally, all cross-country flights are being decreased. Flying time in general is being reduced by about 18 per cent. Ships' steaming time is being cut back by 20 per cent, with some fleet operations being cut in half, and overnight anchoring is being scheduled instead of night steaming. Cruising speeds have been reduced from 20 to 16 knots or to the most economical permitted by operational commitments. All training events which consume large quantities of fuel are being canceled if feasible.

Ashore, thermostats in barracks and administration buildings have been ordered turned down to between 65 and 68 degrees, and electrical consumption is being closely watched. The use of government buildings for off-duty hours recreational and other "non-mission essential" activities is being reviewed to determine whether it should be eliminated. Commands are also being urged to establish local energy conservation panels to help ensure everyone's full participation in the effort to save energy.

The Navy is also conducting an interesting project called Seacoal that is expected to help reduce its petroleum needs. Seacoal I (see article on page 4) was tested on the Reserve destroyer USS *Johnston* (DD 821) in Philadelphia last November. Seacoal I is a liquid coal fuel processed from a synthetic crude oil developed by the U. S. Department of Interior. To obtain the synthetic, a process called pyrolysis is used, in which crushed coal is heated under pressure, using catalysts, resulting in an oil-like fuel. Seacoal I proved satisfactory in the test, but other processes expected to be more efficient will be tested in the Seacoal series and the use of liquid coal by ships is still several years in the future.

What can you, the individual Navy man or woman, do to help the energy situation right now?

You can join carpools to travel back and forth to work. On official travel, share cars whenever possible. If your duties include driving Navy vehicles, observe the maximum 55-mile speed limit and the same energy-saving rules you would in driving your own car. Turn off vehicle engines when they must idle for more than a few minutes.

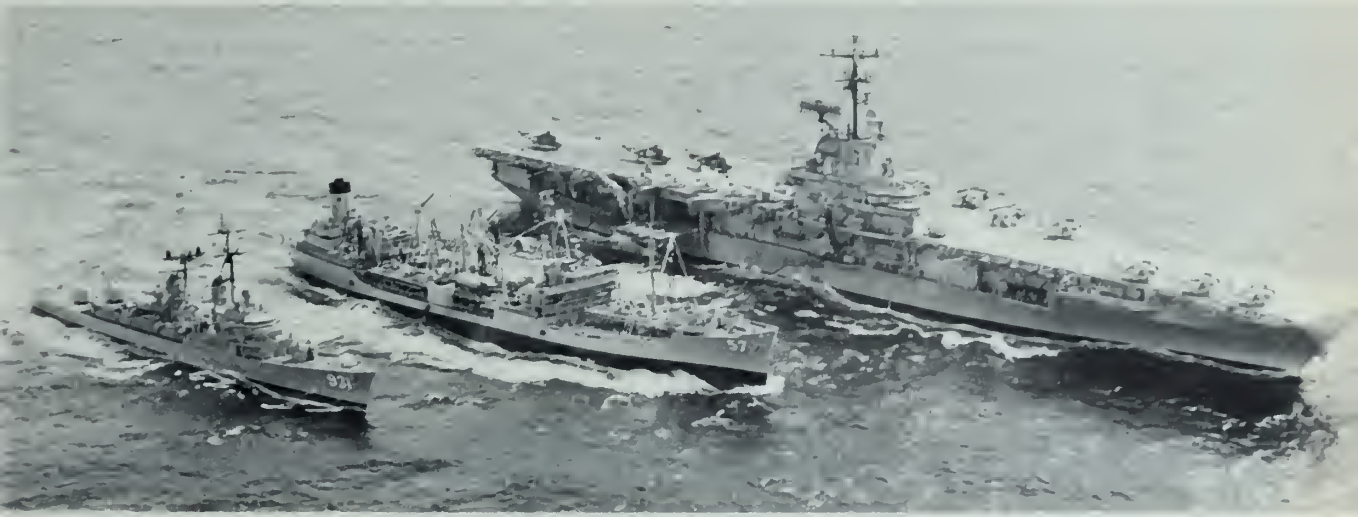
In the office, turn down thermostats, don't use portable electric heaters; wear sweaters if you are chilled. Keep doors and windows securely closed. Turn off lights not absolutely required, including those in storerooms, closets or other unoccupied spaces. Use a minimum of artificial lighting in rooms that are well sunlit. When you leave the office overnight, turn off all lights and turn down the heat.

Office equipment can be used in energy-saving ways too. Don't turn on fans, typewriters, etc. (and aboard ship, electronic equipment), unless you are actually using them. Merge coffee messes with other offices close by. Conserve on office supplies. Use both sides of paper pads, and use old memos, notices, instructions, etc., for scratch paper.

Report leaks in water lines, or any other repairs which can conserve energy, to the public works department or engineering office of your base or ship.

All these things may seem like small matters, and they are, but when added together Navywide the sum is a tremendous savings for the Navy and for you, a taxpayer.

SecNav Notice 5305, OCMM 434, of 28 Dec 1973 invites suggestions concerning energy conservation. Suggestions can be submitted through the Beneficial Suggestion Program. Types of suggestions sought are those dealing with the operation and maintenance of buildings, plants, motorized equipment, etc., which result in tangible savings through improved utilization or conservation of energy resources. The criteria for determining appropriate awards for adopted suggestions involving energy conservation are the same as for other suggestions.



YOUR CONTRIBUTION

The fuel crisis has given the Navy and everyone else a brand new set of problems which have to be solved. Of course, anyone who, in one fell swoop, could solve the entire fuel problem, would probably be a national hero. But even though a big solution is improbable, many a Navyman may have ideas concerning energy or fuel conservation in his own backyard. Perhaps such an idea could be applied to the entire Navy and result in a monumental saving.

Any idea which is submitted as a beneficial suggestion, is adopted and saves money can help the suggester in several ways: The man who submitted the beneficial suggestion will help the Navy operate on less money thereby benefiting himself as a taxpayer. He will also receive a cash award which might be enough to buy something he has wanted for a long time but couldn't afford. Implementation of the suggestion may also make his job easier and more satisfying.

In addition to the new problems involving the fuel scarcity, there are still plenty of old problems which could be solved to save money. You've probably been aware of them for years and had a solution in the back of your mind. If so, make a suggestion on how the difficulty can be solved. It may make you some money. For details see the article on page 14.

SAVING ENERGY AT HOME

Home is where the heart is. It's also where we keep the rest of our body a lot of the time — and for that reason, the home is a prime consideration when we talk about conserving energy. That's where we use a lot of it, and that's where we should save a lot of it.

Saving energy. That means walking around with three sweaters on, with our arms folded in front of us and seeing our breath most of the time, doesn't it? Not necessarily. No one wants to freeze this winter or swelter this summer, and there's no reason why we should. A little common sense can help us during both seasons.

The simplest device in the home for saving energy is the thermostat. Turn it down in the winter and up in the summer. Most experts say 68 degrees is a good, healthy and livable temperature at which to keep the home through most of the cold months. It's not the toasty 73 or 74 we've been used to, but doctors say that 68 is actually better for us.

Once the thermostat is turned back, keep it there — that's what takes willpower. When the first chill comes along, check a number of things before reaching for that temperature dial. First of all, what are you wearing? That thin pair of holey jeans and T-shirt aren't going to give you much protection against the cold. Keep a long-sleeve shirt on and a sweater handy— and "dress" your feet, too.

Then check the place where you are. That corner of the den or basement which is your favorite may not be where most of the heat is, so you may have to change your position for the duration. Again, this is where common sense takes over — don't sit in a cold corner with light clothes on and complain that 68 degrees isn't keeping the house warm enough.

There are other sources of heat in your house that you may not have thought about. The obvious one, of course, is a fireplace if you have one. Just gathering the wood for one can be fun and quite healthy, and a good strong fire can put out a lot of heat — as well as being a thing of beauty and enjoyment for the whole family. When you're not using the fireplace, the damper should be closed. A lot of heat can go up the chimney if you don't, but don't forget to open it before firing up again.

Another source is the sun. On the sunny side of the house, especially in the afternoon, open up the blinds and let the sun shine in. Refracted light and heat through glass can provide much warmth, but be sure to close the blinds and draw the drapes when the sun goes down to insulate and retain heat as much as you can.

The oven is one more source of wasted energy. When cooking or baking, try to avoid opening the oven door as much as possible. The heat escapes and makes cooking time that much longer. Turn the oven off shortly before the food is done — it will continue to cook. After you've taken the food out, however, keep the door open. Otherwise, a lot of heat is bottled up and dissipates slowly, making the space heating value inefficient.

You may be a source of energy yourself. The body emits a certain amount of heat which you yourself can take advantage of. The trick is to close off rooms that you don't use, or that you may not be using at the time; avoid plopping down in front of the television for the entire evening. Just stirring around helps, but exercising is much better. Chances are you'll feel pretty good, too.

Insulating is another big money and energy saver. Storm windows and doors do a lot of good, but even tacking plastic sheets over the windows reduces heat loss. A lot of heat escapes through the attic, so check up there and see what you can do about it. Power companies warn that windows and doors near the furnace should not be too highly insulated or sealed, however, because these appliances need a good fresh air supply to work properly.

Investment in heavy or insulated draperies for all windows will result in substantial savings in heating and cooling. In cold weather, when the window glass is chilled, a closed drapery will reduce radiative heat loss and will improve personal comfort appreciably. Drapes are especially good for apartment dwellers who may not be able to install storm windows.

When you feel a cold draft coming from a window frame or door, you should recognize it as an air leak. Such a leak can dissipate 30 per cent of your heat. The remedy to this is easy — install weather stripping at moving joints and caulk the frames of all windows and doors. The slight cost of stripping will be more than offset during the first season by reduced heating costs. The moisture which appears on the downwind side of the house indicates a direct contact of warm, moist air (inside) with cold air (outside) through the pane and further indicates the need for storm windows. Needed moisture is being condensed and lost from the inside air. Also, too low a humidity may require a higher temperature for comfort and this wastes energy.

We've said it before, and we'll say it at least once more — in all of these heat-saving measures, use your common sense. Some of the steps you take can be energy saving, but they can also be dangerous or damaging. For instance, in Vermont, a cast-iron stove brought into a home for extra heat was placed directly on a wooden floor; overheating, it ignited the floor and the house was extensively damaged by fire.

Farther north, charcoal was being burned for heat in a living room in a large brazier intended for outdoor cooking. Carbon monoxide fumes filled the room and killed the entire family of four. A family in Maryland tried to beat the gas shortage by storing a can of gasoline in their garage. Gas fumes escaped from it and were ignited by a cigarette, doing extensive damage to that house and the one next door.

Consequently, you should be careful with fuels and heat sources that you use. Watch portable heaters and use them only according to manufacturers' instructions, and don't buy or use one that wobbles or is likely to tip over. Look for fuel-flow power and overheat safety devices such as fuel cutoff if the heating flame goes out, or electricity cutoff if the portable electric heater is turned over.

With stoves burning solid fuel (coal or wood), it's essential to learn how to fuel, start and tend the fire. Understand how to operate dampers and use them properly. Never pour combustible liquids into an already-heated stove to "freshen" the fire or as an aid to starting one, If the fireplace is used, place a metal mesh screen completely over the opening.

Place portable heaters well away from stairwells and from doorways where they could block escape in the case of fire. You should keep all heaters, particularly reflective radiant electric or catalytic heaters away from flammable materials such as draperies, upholstered furniture, towels, bedding and clothing. Also, keep people away from them too — children should be warned of the dangers and tots should be kept out of reach. Floor-length clothing, soft light nightwear and long sleeves should also be watched.

Ventilate the house to ensure an adequate and continuous supply of fresh air. If you plan to make indoor use of a portable charcoal burner intended for outdoor cooking (such as a barbeque grille or hibachi), place it *in the fireplace with the flue open* where the chimney will draw off the carbon monoxide. Otherwise, buildup of the deadly gas in the room could cause death by asphyxiation. It is best to avoid this type of heating altogether.

There's been a lot of talk lately about how the energy crisis is going to change our lifestyle, both on the road and in our homes. This may be true, but the change is nothing we can't handle, and we'll all probably be the better for it. The above tips are those which can apply generally to most homes or structures, but then each home in America is different, as are the people who are living there. Each of us can find his own way of saving energy if we just think about it a little. Common sense is the best tool we can use right now.

One point of absolute emphasis: you should be aware of the dangers of storing gasoline in your home or in your car. During the current fuel crisis, you may have trouble finding a gas station open — but that's better than trying to take a can of gasoline along with you. As reported in last month's ALL HANDS, fire officials report that drivers with an extra can of gasoline in their trunks run an *extremely high risk* of having it explode, especially if they're involved in an accident. Storing gasoline at home is not only dangerous, but also many localities have a law limiting the amount of gasoline which can be stored on the premises of a private dwelling — home, that is. Don't store gas within the four walls of your house, including the garage and inside utility. Gas vapors are heavier than air and will flow about on the floor — until an ignition source is encountered. Store gasoline *outside* if you must store it at all. For more on this subject see the box appearing on following page.

Save energy — use it safely and enjoy life.

SAVING ENERGY IN YOUR AUTOMOBILE

As a result of the current gasoline shortage, some people are purchasing reserve supplies of gasoline, either for travel or to store at home in case of emergencies. They don't realize it, but they may be creating a catastrophic emergency by doing so.

Here is a report published in NavFac's publication "Blueprint" which points up the potential fire hazard of improperly stored reserve gasoline:

According to the New York City Fire Department, a gallon of gasoline is the explosive equivalent of 14 sticks of dynamite — and easier to ignite. In an all-too-convincing demonstration of what that means, the NYFD invited newspaper reporters to watch what happened when a five-gallon can of gasoline was set off in the rear end of a 1963 automobile. The rear window was shattered, and sheets of flame spewed through the back seat into the car's interior, turning it into an inferno.

One out of every six accidents, in which there is a rear-end collision at speeds of 30 miles per hour or more, results in fire. The possibility of fire and explosion resulting from a rear-end collision increases from one in six to one in two when reserve gasoline is stored in the trunk.

The volatility of gasoline fumes poses an even greater danger. The least leak or spillover dissipates quickly into fumes which, when mixed with air, can be ignited by a spark. One pint of evaporated gasoline has the explosive power of 75 pounds of TNT. Fumes leaking into the body of a car could be set off by turning the key in the ignition switch, lighting a match, activating the cigarette lighter or directional signals, or switching on a light.

Stored gasoline in a closed room is also a bad business. In addition to the threat of fume leakage, those with small children must be aware of the possibility of gasoline poisoning or fume asphyxiation. Last year more than 5000 Americans died from swallowing gasoline. Half of the victims were less than five years old. As little as a teaspoonful of gasoline can cause a person to gag, inhale the fumes and choke to death.

In light of these threats to life and health, the best rule for storing gasoline is — don't.

Over 121 million autos, buses and trucks are registered in the United States. They are one of the largest sources of energy consumption we have — especially when equipped with emission controls, power aids and air-conditioning. If you drive, you can do many things to conserve gasoline, and at the same time save money and help keep the environment clean.

The first thing to do is get more cars off the road. Form car pools for getting to work, the commissary and exchange. Plan shopping trips more carefully to cut down the miles you must drive. Even walk rather than drive if possible (or ride a bike).

If you must drive, your habits behind the wheel can stretch the gas you put into your tank. When you start your engine, don't race it — the gas used is just wasted. Racing a cold engine before the oil can circulate also causes excessive wear which causes further gas consumption. You should also eliminate the engine warm-up period — idling for 10 minutes can waste up to a pint of gasoline. It's much better to warm up your engine by driving at a moderate speed for the first mile or so. However, newer cars with emission control systems may need a warm-up period because they require carburetor settings which cause stalling, hesitation or poor acceleration when driven with a cold engine.

Once on the road, accelerate smoothly — "jack-rabbit" starts suck up gas by sending more into the carburetor than it can handle. Get into high gear as quickly as possible because extra gas is used by the engine which runs faster in low gears, due to different gear ratios, to cover a given distance. You can shift an automatic transmission into a higher gear by letting up slightly on the accelerator. Reduce cruising speed and keep your speed as constant as possible. Maximum fuel economy is obtained at about 35 mph; driving at 55 rather than 70 mph will save you up to five mpg. Anticipate traffic congestion so you can gradually slow down or move around cars or pedestrians without gas-robbing speed changes.

Look well ahead for traffic lights; anticipate changes to green so you don't have to come to a full stop and then proceed through the entire gear range. You can also study the changing patterns of traffic signals along the road and adjust to a steady speed that will allow you to reach the traffic lights when they are green.

When changing lanes, don't jump into the new lane and then have to brake hard once you get over. Wait for enough room so you can make the change smoothly at a constant speed. Don't forget to signal. Use limited access and interstate highways as much as possible since fewer stops and speed changes are required. When you approach a hill, accelerate moderately so that your momentum will carry you over the crest, not a gas-wasting acceleration. To pass other cars, wait for a clear road ahead, then gradually speed up to pass. "Flooring it" only causes gas to flood uselessly into the carburetor.

The weight you haul around in your car also affects gas mileage. Take a look in your trunk and see if you can't get rid of some of those extra tools, sandbags, tires, chains, and other odds and ends. You can save five to 10 per cent on your mileage, depending on how much you can move from your trunk to your garage. Big cars, of course, weigh more than small cars. A 3500-pound car averages 14 per cent fewer miles per gallon than a 3000-pounder.

When you reach an intermediate destination don't let the engine idle if you're going to be there more than one or two minutes. When you turn off the ignition switch don't race the egine — the roar may sound good, but it wastes gas.

Along with good driving habits, regular maintenance of your car can go a long way towards saving gasoline. Simple things like keeping your tires properly inflated, the wheels balanced, the front end aligned and the shocks in good condition all reduce forward resistance and save gas. Don't overlook your battery as a gas robber. A tired battery causes slow starts, and, once started, puts a heavier load on the engine during recharge. Keep your cooling system in good order — clean and with a proper antifreeze solution in it — overheated engines rob you of horsepower and gas. Don't neglect the emission control system, automatic choke, carburetor, accelerator linkage and fuel lines (which can leak) — all potential gas robbers if not functioning properly.

The most important thing you can do maintenance-wise is keep your engine properly tuned — a badly tuned engine can waste as much as 20 per cent of your gasoline. Misgapped and misfiring plugs are the greatest gas wasters. Worn points and condenser, and poor timing add to the problem. When getting a tune-up, don't overlook filters and valves. A dirty air filter element can waste up to 10 per cent of your gas. Other things you should check are fuel line filter, ECS canister filter, PCV valve and manifold heat control valves.

Other simple things you can do to save fuel: use gasoline with the correct octane rating for your car — too low and gas consumption goes up, too high and you waste money. Use air-conditioning as sparingly as possible — it's a significant drain on the gas tank, as much as 20 per cent. Travel during off-peak traffic hours if possible so you will have a minimum of stops and starts. Keep your gas tank full — in cold weather it minimizes condensation which gets into the fuel and causes poor engine performance; in summer it reduces gas evaporation. Keep track of your gas mileage — poor gas mileage indicates a need for a tune-up, mechanical repairs or better driving habits.

Saving gasoline can go a long way to help relieve the energy shortage in this country. If every driver managed to use 15 or 20 per cent less gasoline, it would mean millions of gallons saved. You can help through proper driving habits and by keeping your car in good running order.

There's a spinoff from the energy crisis that is having certain beneficial effects. Cutting down on excessive speeds is already doing a lot for jangled nerves. It is also cutting down on accidents, injuries and hospitalization expenses. And it is saving lives.

The National Safety Council's prediction is 20 to 25 per cent less automobile accidents and 11,000 to 12,000 lives saved yearly because of lowered speeds.

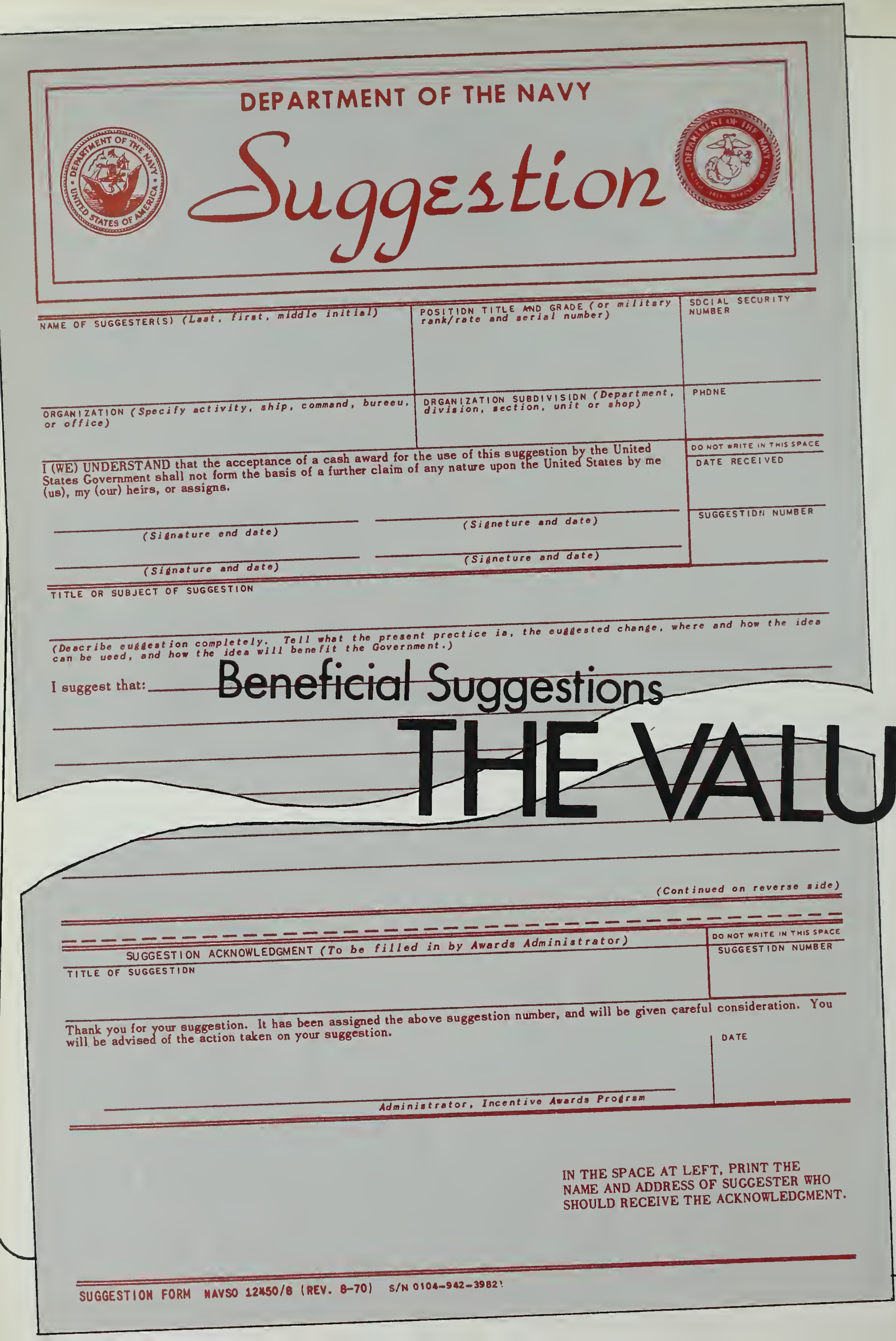
How to Check Your Gas Mileage

This chart will show your car's gas consumption if you jot down the mileage after you make your gas purchases. When you have kept the record for two or more fillups, you can determine the miles-per-gallon by noting the number of gallons used (along the top of the chart) and then following down that line to the number of miles traveled (indicated in the left margin). Illustrated here: a purchase of 14 gallons, and 130 miles traveled, results in a 9.3-mile-per-gallon figure.

Miles	Gallons																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
60		30.0	20.0	15.0	12.0	10.0	8.6	7.5	6.7	6.0	5.5	5.0	4.6	4.3	4.0	3.8	3.5	3.3	3.2	3.0	2.9	2.7	2.6	2.5	2.4
70		35.0	23.3	17.5	14.0	11.7	10.0	8.8	7.8	7.0	6.4	5.8	5.4	5.0	4.7	4.4	4.1	3.9	3.7	3.5	3.3	3.2	3.0	2.9	2.8
80		40.0	26.7	20.0	16.0	13.3	11.4	10.0	8.9	8.0	7.3	6.7	6.2	5.7	5.3	5.0	4.7	4.4	4.2	4.0	3.8	3.6	3.5	3.3	3.2
90		45.0	30.0	22.5	18.0	15.0	12.9	11.3	10.0	9.0	8.2	7.5	6.9	6.4	6.0	5.6	5.3	5.0	4.7	4.5	4.3	4.1	3.9	3.8	3.6
100		50.0	33.3	25.0	20.0	16.7	14.3	12.5	11.1	10.0	9.1	8.3	7.7	7.1	6.7	6.3	5.9	5.6	5.3	5.0	4.8	4.5	4.3	4.2	4.0
110			36.7	27.5	22.0	18.3	15.7	13.8	12.2	11.0	10.0	9.2	8.5	7.9	7.3	6.9	6.5	6.1	5.8	5.5	5.2	5.0	4.8	4.6	4.4
120			40.0	30.0	24.0	20.0	17.1	15.0	13.3	12.0	10.9	10.0	9.2	8.6	8.0	7.5	7.1	6.7	6.3	6.0	5.7	5.5	5.2	5.0	4.8
130			43.3	32.5	26.0	21.7	18.6	16.3	14.4	13.0	11.8	10.8	10.0	9.3	8.7	8.1	7.6	7.2	6.8	6.5	6.2	5.9	5.7	5.4	5.2
140			46.7	35.0	28.0	23.3	20.0	17.5	15.6	14.0	12.7	11.7	10.8	10.0	9.3	8.8	8.2	7.8	7.4	7.0	6.7	6.4	6.1	5.8	5.6
150			50.0	37.5	30.0	25.0	21.4	18.8	16.7	15.0	13.6	12.5	11.5	10.7	10.0	9.4	8.8	8.3	7.9	7.5	7.1	6.8	6.5	6.3	6.0
160				40.0	32.0	26.7	22.9	20.0	17.8	16.0	14.5	13.3	12.3	11.4	10.7	10.0	9.4	8.9	8.4	8.0	7.6	7.3	7.0	6.7	6.4
170				42.5	34.0	28.3	24.3	21.3	18.9	17.0	15.5	14.2	13.1	12.1	11.3	10.6	10.0	9.4	8.9	8.5	8.1	7.7	7.4	7.1	6.8
180				45.0	36.0	30.0	25.7	22.5	20.0	18.0	16.4	15.0	13.8	12.9	12.0	11.3	10.6	10.0	9.5	9.0	8.6	8.2	7.8	7.5	7.2
190				47.5	38.0	31.7	27.1	23.8	21.1	19.0	17.3	15.8	14.6	13.6	12.7	11.9	11.2	10.6	10.0	9.5	9.0	8.6	8.3	7.9	7.6
200				50.0	40.0	33.3	28.6	25.0	22.2	20.0	18.2	16.7	15.4	14.3	13.3	12.5	11.8	11.1	10.5	10.0	9.5	9.1	8.7	8.3	8.0
210					42.0	35.0	30.0	26.3	23.3	21.0	19.1	17.5	16.2	15.0	14.0	13.1	12.4	11.7	11.1	10.5	10.0	9.5	9.1	8.8	8.4
220					44.0	36.7	31.4	27.5	24.4	22.0	20.0	18.3	16.9	15.7	14.7	13.8	12.9	12.2	11.6	11.0	10.5	10.0	9.6	9.2	8.8
230					46.0	38.3	32.9	28.8	25.6	23.0	20.9	19.2	17.7	16.4	15.3	14.4	13.5	12.8	12.1	11.5	11.0	10.5	10.0	9.6	9.2
240					48.0	40.0	34.3	30.0	26.7	24.0	21.8	20.0	18.5	17.1	16.0	15.0	14.1	13.3	12.6	12.0	11.4	10.9	10.4	10.0	9.6
250					50.0	41.7	35.7	31.3	27.8	25.0	22.7	20.8	19.2	17.9	16.7	15.6	14.7	13.9	13.2	12.5	11.9	11.4	10.9	10.4	10.0
260						43.3	37.1	32.5	29.9	26.0	23.6	21.7	20.0	18.6	17.3	16.3	15.3	14.4	13.7	13.0	12.4	11.8	11.3	10.8	10.4
270						45.0	38.6	33.8	30.0	27.0	24.5	22.5	20.8	19.3	18.0	16.9	15.9	15.0	14.2	13.5	12.9	12.3	11.7	11.3	10.8
280						46.7	40.0	35.0	31.1	28.0	25.5	23.3	21.5	20.0	18.7	17.5	16.5	15.6	14.7	14.0	13.3	12.7	12.2	11.7	11.2
290						48.3	41.4	36.3	32.2	29.0	26.4	24.2	22.3	20.7	19.3	18.1	17.1	16.1	15.3	14.5	13.8	13.2	12.6	12.1	11.6
300						50.0	42.9	37.5	33.3	30.0	27.3	25.0	23.1	21.4	20.0	18.8	17.6	16.7	15.8	15.0	14.3	13.6	13.0	12.5	12.0

Beneficial Suggestions

THE VALUE



DEPARTMENT OF THE NAVY

Suggestion

NAME OF SUGGESTER(S) *(Last, first, middle initial)*	POSITION TITLE AND GRADE *(or military rank/rate and serial number)*	SOCIAL SECURITY NUMBER
ORGANIZATION *(Specify activity, ship, command, bureau, or office)*	ORGANIZATION SUBDIVISION *(Department, division, section, unit or shop)*	PHONE

I (WE) UNDERSTAND that the acceptance of a cash award for the use of this suggestion by the United States Government shall not form the basis of a further claim of any nature upon the United States by me (us), my (our) heirs, or assigns.

(Signature and date) *(Signature and date)*

(Signature and date) *(Signature and date)*

DO NOT WRITE IN THIS SPACE

DATE RECEIVED

SUGGESTION NUMBER

TITLE OR SUBJECT OF SUGGESTION

(Describe suggestion completely. Tell what the present practice is, the suggested change, where and how the idea can be used, and how the idea will benefit the Government.)

I suggest that:

(Continued on reverse side)

SUGGESTION ACKNOWLEDGMENT *(To be filled in by Awards Administrator)*

DO NOT WRITE IN THIS SPACE

SUGGESTION NUMBER

TITLE OF SUGGESTION

Thank you for your suggestion. It has been assigned the above suggestion number, and will be given careful consideration. You will be advised of the action taken on your suggestion.

Administrator, Incentive Awards Program

DATE

IN THE SPACE AT LEFT, PRINT THE NAME AND ADDRESS OF SUGGESTER WHO SHOULD RECEIVE THE ACKNOWLEDGMENT.

SUGGESTION FORM NAVSO 12450/8 (REV. 8-70) S/N 0104-942-3982

Ben-e-fi-cial sug-gestion (beń ᵊfish ᵊl sug jeś chᵊn): Something you think of — *but never put on paper!*

If this is your definition of Benny Suggs, you probably have been cheating yourself out of some money. Although a beneficial suggestion is not a sure way to increase your income, it probably will merit at least a pat on the back or an honorary award. It could add as much as $25,000 to your bank account. What's more, *making* a beneficial suggestion can be practically painless. What it takes: some clear thinking and the time to put your idea down on paper (see page 18).

Anyone who works in the system can spot its rough spots and, chances are, will have a remedy in the back of his or her mind. However, as the above definition implies, unless the suggestion is put into writing and submitted to the awards office, somebody else with the same idea (and maybe a less effective remedy) may walk off with the cash.

In addition to suggestions, the government would be very happy to reward any Navyman for an invention or scientific achievement which would improve operations or save money. Inventions and scientific achievements, of course, usually require technical ability but such know-how is found in considerable quantity in the Navy.

Here are a few examples of the way Navymen have been rewarded under the Beneficial Suggestions Program:

- An award of $1030 was received by Senior Chief Aviation Electronics Technician Joseph W. Sims, Attack Squadron 75, for a suggestion which provided for increased reliability of the ARN-52 TACAN used in many military aircraft.
- Lieutenant Commander V. P. Cummings, Military Sealift Command, Atlantic, was $1370 richer when he suggested a new operating system which required radio officers to copy Mercast and Hydro schedules during normal working hours. This system, implemented throughout MSC, saved $268,000 the first year in reduced radio officer overtime.
- Chief Yeoman Peter J. Roskopf, Bureau of Naval Personnel, suggested that broken service reenlistees be sent directly from recruiting stations to their ultimate assignments rather than via receiving stations. The result: Chief Roskopf had $1500 jingling in his jeans that might have gone to someone else had the chief kept his idea to himself.
- Aviation Electrician's Mate 1st Class Nathan W. Ballard, Naval Air Station Cecil Field, Fla., was awarded $1840 for suggesting that a battery charger-conditioner be available at intermediate level maintenance to test the condition of the battery's charge and be capable of recharge when necessary. Sounds elementary, doesn't it? Nevertheless, it saved the Navy an estimated $438,534 for the first year alone.
- The concern of AMH2 Truman G. Nathrop (who also lists himself as a concerned taxpayer) turned his inventiveness into a saving of $251,000 a year for Naval Air Station Miramar and $1350 in awards for himself, for suggesting a method for repairing brake adjustors and for his design of a tool to make this repair.
- While stationed at the Naval Air Station, Albany, Ga., Aviation Electronics Techinicians 2nd Class Clyde T. Watts, Robert S. Pickett and Ray Lee Wilson suggested that parts to repair the cryogenic refrigerator assembly be made available through normal supply channels. Their suggestion resulted in a first year savings of $159,977 to the Department of the Navy and the three petty officers shared an award of $1260.
- Construction Mechanic 1st Class P. M. Solomon and Equipment Operator First Class R. D. Haislip of Gulfport Mississippi's 20th Naval Construction Regiment suggested that a bushing retaining plate be installed on the ejection rams of the MRS S11OMS scraper to prevent bushings from slipping out and damaging the rams.

This damage formerly reduced the working life of the rams from five years to one year, on the average. The modification, however, restored the full life of the rams and resulted in a net unit savings of $5824 over a five-year period. A thousand dollars was paid to the suggesters with the possibility that more will be forthcoming after action by higher authority.

- Lieutenant Commander James A. Sprague, Supervisor of Shipbuilding, Conversion and Repair, Eighth Naval District, New Orleans, La., suggested that the number of Coordinated Shipboard Allowance Lists (COSAL) per ship be reduced from two to one. This suggestion applied to Destroyer Escort 1080 Class Program and covered seven ships.

As a result of adopting the suggestion, one COSAL is issued seven months before delivery instead of the two formerly issued at five- and 10-month intervals prior to delivery. This change resulted in estimated first year savings of $71,162 for which an award of $1060 was paid.

OF YOUR IDEAS

Beneficial Suggestions

- An award of $1215 was shared by Lieutenant Commander H. W. Schetter and Joseph Pena of the Quality Assurance Department, Supervisor of Shipbuilding, Conversion and Repair, Eleventh Naval District, San Diego, Calif., for their adopted suggestion.

They suggested installing a positive mechanical stop which limits the valve stem travel during closing of the valve and the installation of a custom-fitted spacer to ensure valve closure in the main and auxiliary steam valves and the ahead guarding valve on DE 1052 class ships. This suggestion was applied to the DE 1052 class ships of the Cruiser-Destroyer Force, U. S. Pacific Fleet, with estimated first year savings to the Navy of $114,000 through the elimination of repair to the subject valves.

- Missile Technician 2nd Class Donald R. Corbin, Torpedoman's Mate 1st Class Robert K. Curtis and Warrant Officer William H. Duff, Weapons Department, Polaris Missile Facility Atlantic, Charleston, S. C., shared an award of $1000 for their adopted suggestion concerning a new tool for changing flight control cable brackets on the C3 missile. Tangible first year estimated benefits were $23,428.

- A cash award of $1000 was shared by Aviation Electrician's Mate 1st Class Stanley C. Finowski and Chief Aviation Electrician's Mate Harold D. Stacey, Naval Air Station, Virginia Beach, Va., for their suggestion that the Naval Air Station Oceana be designated the primary screening activity for the inertial navigation platforms for the A-6 and A-2 aircraft. This procedure ensures that the platforms actually require depot level repair before shipment to the depot.

- Previously, platforms were being sent to the Naval Air Rework Facility that has not been adequately screened for possible repair at an intermediate maintenance level. As a result, savings of $41,685 accrued during the first year after implementation from the reduction in the cost of screening and repair of the platform and the reduction in turn-around time.

- At China Lake, Calif., the adoption of a suggestion submitted by Chief Aviation Electronics Technician Charles R. Wasson, Air Test and Evaluation Squadron Five, the Navy saved $141,000 and made Chief Wasson $1245 richer. The chief suggested the utilization of the existing AN/Air-70 Test Set, with slight modification, to test the Sells Chaff Dispensing POD, thereby removing the requirement for the development of an entirely new and unique piece of test gear.

The list of award winners for any one fiscal year differs — but the message is always the same: *If you have an idea that will save time or money for the government, suggest it.* You can be doing yourself a favor as a taxpayer and also win a sizable chunk of cash.

There are always a variety of clues to help you select a target for improvement. Some situations that provide suggestions that can turn out to be as profitable as those mentioned above, include:

- High volume operations where a small savings, multiplied many times, can result in a substantial saving.
- Low volume jobs that need either to be fitted into the regular routine or perhaps eliminated altogether.
- Bottlenecks that interfere with deadlines and schedules.
- Jobs that involve duplication of effort.

If you see procedures which you believe may fall into any of these categories, the first thing to do is collect the facts. While it may not always be possible to gather together all the information that pertains to a particular problem or idea, facts are still the basis for any sound judgment.

After you have selected your subject, list the people, departments, jobs, forms, equipment and the time involved in the area you've selected for improvement. In obtaining this information, your supervisor can help you by answering and providing information.

The next step is to analyze the situation by asking questions like: What is done and why? Can we eliminate the entire problem or operation? If, for example, the answer to the last question is "yes," all odds and ends connected with the job may automatically become savings.

You can also ask where, when and how something is done. Can the operation be simplified by combining it with a similar function? Can the schedule be improved by rearranging the sequence? Does someone in a different unit or department perform a similar function that could be combined with this one or vice versa?

After you have answered these questions, you are ready for the nub of the problem. You get down to simplifying the actual detail of the form, job or practice and voilá — a beneficial suggestion.

But, although you have formulated a beneficial suggestion, that's not the end of the process. You should then develop the suggestion by organizing and improving it. Determine first what you hope to accomplish by your suggestion. Then outline your proposal on scratch paper into a step-by-step operation. If practical, give the idea a trial run to be sure that it solves the problem before you submit it as a suggestion.

After you have your idea packaged, you'll need some salesmanship to sell it. If you've kept an open mind to all the improvement possibilities and have been able to line up some team backing, your idea may be partly sold already. Remember, however, that the suggestion evaluators and committee will need an organized statement of facts in order to give your idea the consideration it deserves.

When writing up the suggestion, summarize as many of the benefits as possible on the basis of savings in time, labor and equipment. If possible, turn the savings into dollars.

Careful preparation is especially important because using the beneficial suggestion system costs money. People who evaluate suggestions could, for example, be spending their time doing more profitable work than examining badly organized suggestions. For that reason alone, suggesters should make certain that they have a sound suggestion.

It's well known that a lot of people who review suggestions would like to be relieved of the job. The reason, as one evaluator put it: "We get a lot of trash and that increases our workload." On the other hand, about 35 per cent of the suggestions submitted to the same evaluator are adopted.

Despite the "trash" and the obvious need for quality, quantity is essential for the number of really beneficial suggestions will rise in direct proportion to the number of suggestions submitted — even though many of the latter may be duds.

Some evaluators gripe that suggesters don't understand the problem. Sometimes, also, it must be admitted, evaluators don't comprehend the solution. The fact remains, however, that a large percentage of suggestions are adopted and that they save the Navy a respectable number of dollars each year.

The Navy has had an incentive awards program since 1919 but it wasn't until 1965 that the program, formerly for civilians only, was opened to Navymen themselves. It was then that, based on legislation, the Secretary of the Navy issued an instruction in the 1650.24 series entitled "Cash Awards for Military Personnel for Suggestions, Inventions or Scientific Achievements."

Since 1965, the number of suggestions, inventions and scientific achievements has steadily increased. The program extends throughout all echelons of command afloat and ashore. Every Navyman on active duty is eligible to participate. A suggestion, invention or scientific achievement can be a winner if it contributes to the economy or efficiency of the Navy or other government departments or agencies.

Participants in the Benny Suggs Program have their ideas evaluated and passed on with or without a recommendation to their commanding officer or a committee set up for the purpose of reviewing the suggestion and its preliminary evaluation.

If the suggestion, invention or scientific achievement is such as to require a higher level of consideration, it is forwarded for adoption and/or approval of an award in excess of that which the local activity may approve.

The President is authorized by Congress to approve cash awards not to exceed $25,000 to military personnel for any single contribution which benefits the government. This authority has been delegated to the Secretary of Defense who, in turn, has delegated to the Secretary of the Navy and the Heads of other DOD components, the authority to approve cash awards for military personnel not to exceed $5000 for any one contribution.

A beneficial suggestion can be made by any active Navy man or woman. There is a form (NAVSO 12450/8) on which you may submit your contribution; if the form is unavailable, a plain sheet of paper may be used.

Local supply people who want to stock the form can requisition it from Cognizance "I" stock points, citing stock number 0104-900-2662. Scientific achievements and inventions may be reported using the same form. As with suggestions, however, the form is not really necessary. The important thing is for everyone who thinks he or she has a way of improving the system to let the people in a position to do something about it know his views. It could improve procedures and put money in your pocket.

—**Robert Neil**

Areas to think about

If you want to submit a beneficial suggestion but can't quite get your head together. Ask yourself the following suggestions. They may give you an idea.

Can you eliminate or reduce scrap or waste?

Can you reduce frequency of repairs on equipment?

Can your operating procedures be improved to increase our yields?

How can quality be improved?

How can your product be made in less time?

Can operations be rearranged for better sequence?

Can a substitute material be used without changing quality?

Are there better ways to handle materials?

Is there a better method of storage?

Can you devise a method of reducing materials, time or space?

Can machines, benches, equipment or tools be rearranged for better operations?

Is there a better method for tool crib operations?

Can you reduce or eliminate tool breakage?

Can you reduce or eliminate downtime on equipment?

Can you reduce, simplify or eliminate some of our paperwork?

Can you combine or simplify reports to make them simpler?

Can you suggest ways to avoid duplication of effort?

Can you suggest a better, less costly packaging procedure?

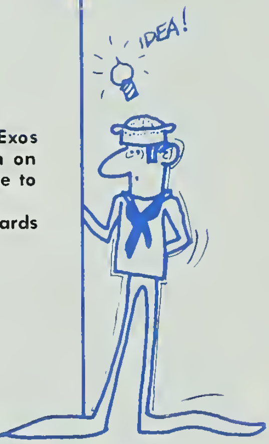
Can you suggest a better trucking or transportation method?

CASH AWARDS for GOOD

Improving EFFICIENCY Saving TIME, MONE

1

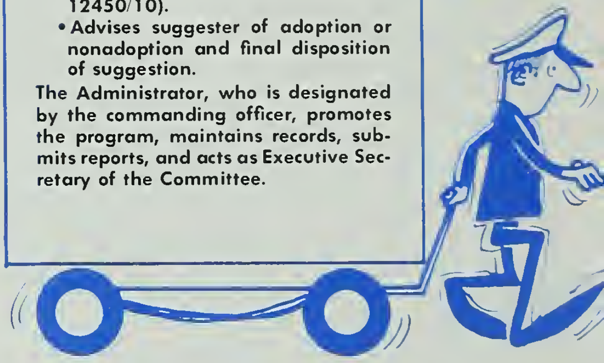
Suggester
- Pick a subject.
- Collect the facts.
- Analyze by questions.
- Develop the suggestion
- Write it down. Use Form NavExos 12450/8. See the sample form on the preceding pages. It's simple to fill out.
- Turn it in to superior or to Awards Office.



Administrator Cash Awards Program
- Forwards suggestion to Evaluator (Form NavExos 12450/9D).
- Refers evaluated suggestion to Incentive Awards Committee, if appropriate.
- Forwards suggestion to higher level for further processing, as appropriate (Form NavExos 12450/10).
- Advises suggester of adoption or nonadoption and final disposition of suggestion.

The Administrator, who is designated by the commanding officer, promotes the program, maintains records, submits reports, and acts as Executive Secretary of the Committee.

2



This COULD be Final Step. 5

Commanding Officer
- Acts on recommendation of the Committee or other proper authority as to local adoption or nonadoption of the suggestion. APPROVES PAYMENT of awards for adopted suggestions, as appropriate.
- Approves, as appropriate, referral of suggestion to the Type Commander or cognizant technical bureau or systems command for further evaluation and/or consideration for adoption.

6

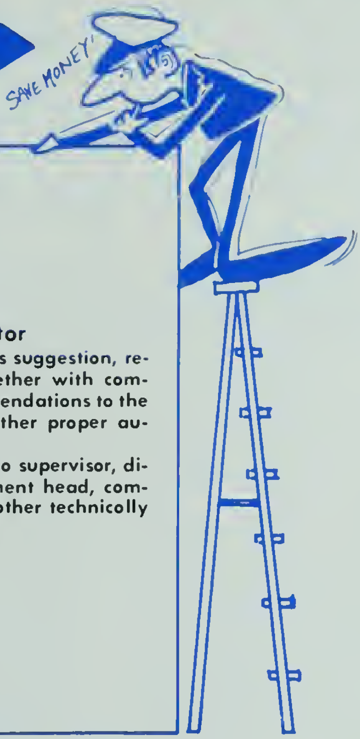
Type, Force Commanders, COMSC, District Commandants
- Approves and AUTHORIZES PAYMENT OF AWARD for adopted suggestions as indicated in basic directive. Performs further evaluation of suggestions when necessary.
- Forwards suggestions to higher level for adoption, nonadoption, further evaluation, payment of awards and additional awards.
- Disseminates adopted suggestions that do not affect a higher level.

Normal flow of suggestion having local application.

IDEAS
ENERGY

This chart is intended to encourage and assist naval activities in promoting an active suggestion program and to demonstrate to the individual how to get started in making a beneficial suggestion. Many officers and enlisted personnel have already received cash awards for suggestions conserving energy and effecting economies or improving operations, safety, and morale. See accompanying story for details.

3



Evaluator

- Promptly evaluates suggestion, returning same together with comments and recommendations to the administrator or other proper authority.

The evaluator may be a supervisor, division officer, department head, company commander, or other technically qualified person.

4

Now Go to Number 5.

Local Committee Cash Awards Program

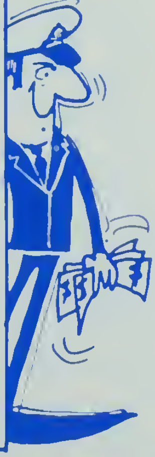
- Reviews evaluation report to ensure that suggestion has been evaluated properly, determines award eligibility of suggester, and makes recommendation as to the amount of award.

The Committee is appointed by the commanding officer and may, at its discretion, delegate authority to the Administrator to act for it in carrying out the routine duties and responsibilities of the Committee.

7

Fleet Commanders, Technical Bureaus, Command Headquarters, Offices, Systems Commands

- APPROVES adoption, nonadoption, PAYMENT OF AWARDS, and additional awards, as indicated in basic directives. Performs further evaluation of suggestions when necessary.
- Refers to CNO, CMC or CNM suggestions involving awards in excess of $1500 for tangible benefits or $500 for intangible benefits.
- Refers suggestions for adoption by other armed services or federal agencies to the Navy Incentive Awards Board.
- Disseminates adopted suggestions that do not affect a higher level.



8

Navy Incentive Awards Board

- Reviews and acts upon suggestions and award recommendations involving awards in amounts exceeding authority delegated to bureaus, offices, and system commands.
- Refers suggestions for adoption to other armed services or federal agencies.

▨ Flow of suggestion when action is required by higher authority.

A real opportunity. . .

Naval Academy Prep School

From a precipice overlooking the Susquehanna River in Maryland, students at the Naval Academy Preparatory School can see for many miles up, down, and across the river. The Bainbridge location of their campus — once a private school built by Jacob Tome in the early 1900s — provides an ideal place for the men at NAPS not only to see great geographical distances but also to see into their limitless futures.

NAPS students — they're called Napsters — have a common goal: an appointment to the United States Naval Academy. Most of them, having come this far, will make it. One of the purposes of the school, then, is to reflect the academy atmosphere as much as possible. It is the accomplishment of that goal and the challenge offered to students that makes the Naval Academy Preparatory School unique among the Navy's educational institutions.

Briefly, NAPS prepares promising prospects who receive refresher training to prepare for the fast-paced academic program at the U.S. Naval Academy by offering them instruction in subjects in which they are academically deficient, and in subjects they will encounter when they reach the academy.

NAPS was originally established in 1915 at Newport, R. I., as a prep achool for enlisted men desiring to enter the academy. The years since have seen changes in location, but that mission remains. The school draws its 300 students each year from three different sources: from the enlisted applicants in the Navy, from the Marine Corps, and from the civilian community (including those who have applied directly to the academy, but failed to receive an appointment). This latter group is made up of Naval Reservists who initially applied for admission to the Naval Academy from civilian life.

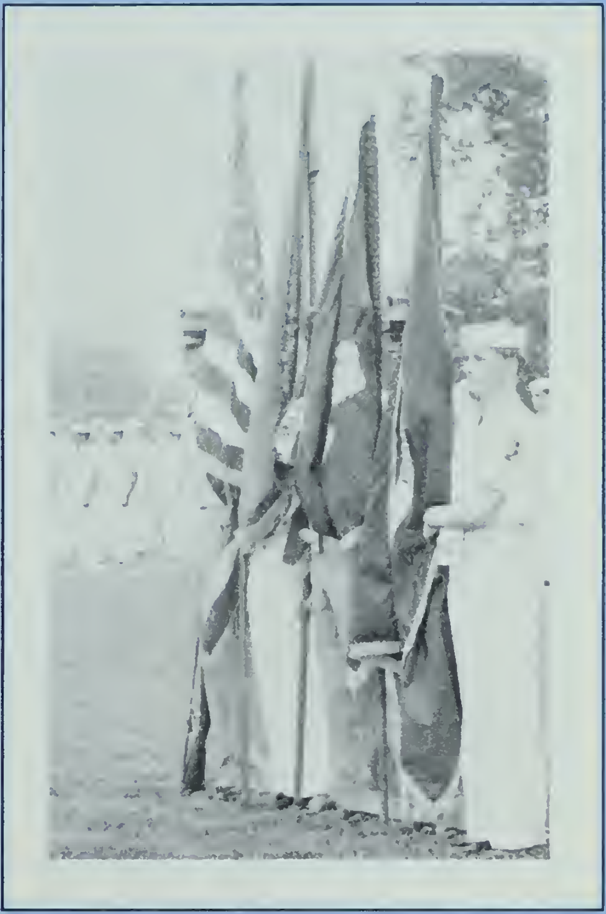
Despite these numbers the mission of the school remains — to draw qualified men from the Navy's enlisted ranks and prepare them for admission to the Naval Academy. Those who manage the school are more aware than ever of this goal, and applications from the fleet are actively sought.

"The basic mission of our school is to provide an avenue for the enlisted man of the active forces to prepare himself to go to the Naval Academy," says Commander Stanley L. Havens, the commanding officer. "Once he meets the academy's admission standards, we're hopeful that we can give him the preparation to be successful there."

CDR Havens recognizes that NAPS has had to compete with other commissioning programs such as the Navy Enlisted Scientific Education Program (NESEP) for applicants from the fleet, and consequently, the emphasis at NAPS has changed. Other programs, he says, also offer a career and a commission in the Navy; however, there are many advantages for the individual who follows the NAPS Naval Academy path.

"For one thing, the man who comes here gets 10 months of Navy preparatory training," he says. "He has a certain amount of physical training, and he's introduced to a parallel environment similar to the one he will find at Annapolis.

"The biggest single factor toward success in this program and subsequently at the Naval Academy is just plain motivation, the desire to achieve entry to the academy and to go on and receive his commission. Some young men who arrive here are not too sure they want to go to the Naval Academy. Our program helps them find out whether they are truly dedicated." In effect, it's a self-testing ground.



Dedication, as he says, is the key prerequisite — and it must override a lot of other factors, and some stumbling blocks, along the road to a commission. The time element, for example. The man who completes the one-year NAPS program will follow that with four years at the academy, leading to a baccalaureate degree, a commission and a career. It's all paid for by the Navy; in return the service requires five years of obligated service afterwards.

At NAPS and during the first year at the academy — while it's not all work and no play — an individual must adapt himself to a regimented environment. He will be concentrating on some particularly hard academic subjects for most of that time, and there will be hours of physical training and grueling exercises.

If that's all there was to it, the academy and prep school would not have achieved such a lasting success. But, the advantages, like the hardships, are many. Foremost is the education received at the prestigious Naval Academy. Also, those who make the Navy a career have a distinct advantage in that they have both a broad education and a streamlined training oriented to the sea service. And they will complete that training at a younger age than through other programs. Selection boards tend to favor younger candidates, especially in the senior ranks.

But that's a long way down the road. The first step for many is when they come to NAPS, and more than 350 young men took that step last September. It was one of the largest classes ever to enroll. That number is now down to 300, still making this year's group an exceptionally large class. Depending on where they come from, the men who entered the 1973-74 class found different things when they first reported.

The change in environment was most pronounced for the civilians, who reported two weeks earlier. In previous years they would have been sent to one of the Navy's boot camps during the summer, but this year NAPS conducted its own modified recruit training camp. These men were given concentrated sessions in basic military training. Those from the fleet and the field, who came in after this was over, were ready immediately to begin their academic training.

"What we have here is a combination of boot camp

NAPS students at play (left) and at work (above). The school's instructors, such as the one above, strive to ready their students for their futures at the Naval Academy.

and college," say one Napster. "They're just trying to teach us to take it. The plebe year at the academy is going to be a lot rougher for all."

A Napster's day is pretty regimented for him throughout most of the year. Reveille is at 0600. Between then and 0800, when the first class begins, the men are expected to have breakfast and carry out normal morning chores.

Four class periods divide the morning, each of them running 50 minutes. Then there are frequent noon formations, during which awards may be presented, special announcements made, and other general business of the school taken care of. After the noon meal, afternoon classes begin at 1300 and run for two more periods. At 1500 there is an "extra instruction" period when all the instructors are available to help out students who may be having problems. Then there is an hour and a half set aside for sports or other extracurricular activities.

After the evening meal, students are required to spend a certain amount of time studying, although these regulations are usually relaxed somewhat as the year progresses. Like most college men, students are taught the value of using their time wisely; they're given the responsibility of budgeting their own evening time. The day ends with lights out at 2300.

Liberty is not granted to Napsters during the week, although they do have a few hours set aside to go to the Bainbridge Exchange and take care of other business. They do get liberty on most weekends, beginning either Friday afternoon or Saturday morning and ending at 1900 Sunday. In one major departure from academy regulations, Napsters are allowed to have cars, but they are not allowed to drive them on base except to buy gasoline. Only seniors at the academy are allowed to have cars.

Since the school was established to help prepare promising prospects as students for the Naval Academy, it offers nothing in the way of specialized courses. Instead, the curriculum stresses solid instruction in basics like English, math, and science. Within the English department, subject matter is broken down into vocabulary, reading, composition, and rhetoric; and the courses a particular student takes will be scaled to his needs, including background deficiencies.

Math covers intermediate algebra, trigonometry, introductory analysis, analytic geometry and calculus. This department, too, tries to prepare the student for the work he will later encounter at the academy and helps him acquire computation skills he will need in solving future scientific problems.

In the science department, chemistry and physics constitute the basic courses. Most students, some 75 per cent, take chemistry because this is a first year requirement at the academy. Historically, it has been a course that has caused the most academic problems among plebes, so NAPS graduates are well prepared. Those with strong backgrounds in chemistry will go on to physics, a second-year academy subject. Students also receive some slide rule instruction, if necessary.

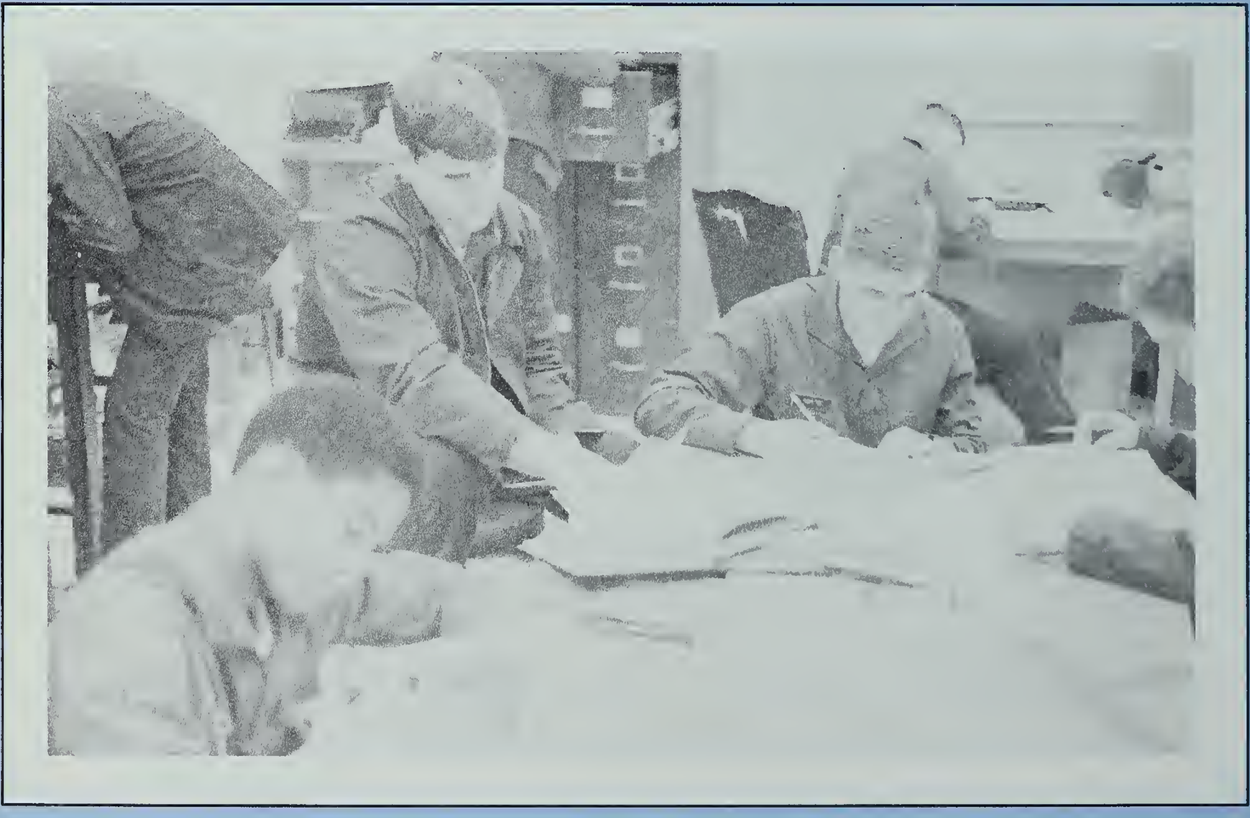
"We have a mix of military instructors and civilian (civil service) education personnel," CDR Havens says. "The civilians are professional educators — they provide the expertise and continuity. The military individual can offer the men the military side of the picture and counsel them about their future naval careers. Most of our military instructors have advanced academic degrees in their specialty, in addition to their military experience."

Once classes begin, the military side of life is not forgotten. There's not a lot of marching and standing inspection, but there's more emphasis on what concepts go into making a military career, such as character, pride, organization, honor, self-discipline, and, of course, personal appearance.

Students are organized into two companies which carry on a friendly rivalry throughout the year. These companies organize their own watch bills and carry out other military duties while receiving advice from superiors. Leaders of the two companies are selected with the supervision of the commanding officer and his staff, and they may be replaced or shifted during the year as the need arises.

Despite the rank they held in the fleet, all Napsters have equal position while they are at Bainbridge. For pay purposes, fleet personnel keep the rate with which they entered, and they usually do not compete for advancement in rate while at the school.

And, there is a third side of life for Napsters, made up of physical fitness and extracurricular activities. There are varsity and intramural sports and each student is expected to compete in one sport offered each season. The varsity program includes football, cross-country, basketball, swimming, wrestling, la crosse,



Below, left: Students study for their periodic exams. Right: The NAPS Drill Team, one of many extracurricular activities offered.

golf, soccer and track. Varsity teams compete with nearby prep schools, junior varsity and junior college teams. The big events of the year in each sport take place when Napsters meet the Army prep schoolers and the plebes at the Naval Academy. Intramural sports include all of the varsity sports plus pushball. There are also facilities for gymnastics, handball, squash and tennis.

Students form clubs for specific purposes such as putting out the school paper and the annual, and printing up special announcements and invitations. Other clubs are concerned with photography, carpentry, electronics, military drill, pep band and various social activities.

A number of social activities such as dances and parties are held each year, plus a few unscheduled, unannounced events.

So then, the NAPS environment is a well-rounded one of scholarship, military training, sports and recreation. The fun is there along with the work — a lot of both. Of all three groups of young men who go there, the fleet sailor may have the most advantage and may have the potential of going further, faster.

"The fleet sailor is a little older — maybe a year or two," CDR Havens says. "He has had a little more experience, and generally, providing he himself has found a personal commitment — a burning desire to attend the Naval Academy. He has a high probability of successfully completing the NAPS program."

Persons applying for admission to NAPS must meet the following basic requirements: they must be male, a U.S. citizen, single and never married, and between the ages of 17 and 21. Besides, all prep school candidates should have a combined minimum GCT+ARI score of 120 and must have at least 24 months' obligated service as of 1 July of the year of entry to the Naval Academy.

Candidates do not necessarily have to possess a high school diploma to enter, but they must have at least 10½ credits of college preparatory work (these units are normally satisfied by high school courses). Physically, a candidate must easily pass a comprehensive medical examination and possess 20/20 vision — the vision requirement is waiverable to some extent.

Fleet sailors who wish to apply should do so through their commanding officer. Applications can be submitted beginning in January and should reach the school by mid-May, but they may be submitted as late as 15 July. A sample letter of application can be found in the back of the NAPS catalogue. If your education officer doesn't have one, write to the Admissions Officer, U.S. Naval Academy Preparatory School, NTC Bainbridge, Md. 21905. When the application is considered, a number of factors are examined, such as military records, academic transcripts, college entrance examination grades (if any), medical test results, evidence of potential leadership qualities, and recommendation of the commanding officer.

Remember, the first step is the longest, but also the most important. And if your goal is not only a commission but a Naval Academy education, it's definitely the right direction. NAPS students have the unique opportunity of living in their futures for a while to see if they're going to make it. Most of them do.

— JO2 Jim Stovall

ABOARD USS CORAL SEA (CVA-43) AND AT PATROL SQUADRON 5 (JACKSONVILLE):

New initiatives in the vital field of

RETENTION

Retention — that is, how to retain the best men available, in the necessary numbers, and encourage them to make a career of the Navy, has always been a primary goal in the continuing task of developing and maintaining a strong sea service.

In our modern Navy, with the advent of the all-volunteer force, retention remains one of the foremost initiatives, at all levels, all through the chain of command aboard each ship and station. Navy men (and women) have come a long way since the days when George Washington recruited a small fleet to help gain our independence.

Today the crews that man our Fleet are drawing the highest pay ever. The inducements to remain in the service form a catalog of benefits which is lengthy, to say the least. But quality, along with numbers, enters the picture and the Navy is intent on seeking and keeping the best. Still, getting the message to the right people and, in turn, retaining these people, is nothing short of a mammoth challenge in today's Navy. However, success is there for the reaping and the harvesters can still gather the cream of the crop.

ALL HANDS Magazine, in this presentation, relays the detailed reports on the retention approach employed by two commands: the Pacific Fleet carrier USS *Coral Sea* (CVA 43), and the Atlantic Fleet's Patrol Squadron 5, operating out of Jacksonville, Fla. It is realized that many, many other units have worked, and are continuing their work, in the field of retention; this particular piece is not meant to slight any of their achievements. Yet the efforts of *Coral Sea* and VP-5, reported below, could perhaps serve as insights into the retention problem on the local command level and, therefore, provide some facts as to how a command can go about solving its own particular retention problems.

Both the *Coral Sea* and VP-5 programs follow guidelines established by CHNAVPERS, in BuPers Inst. 1040.3A (Career Counseling and Retention Teams) and the Career Counseling Manual (NavPers 15878). Here's how they put their programs to work.

CAPT Paul A. Peck, commanding officer of USS Coral Sea (CVA 43), reenlists AO1 Rich Birmingham (far left) and PN1 Doug Clark, next to one of the carrier's giant anchors. Retention officer CWO2 R.L. Drane looks on.

USS Coral Sea

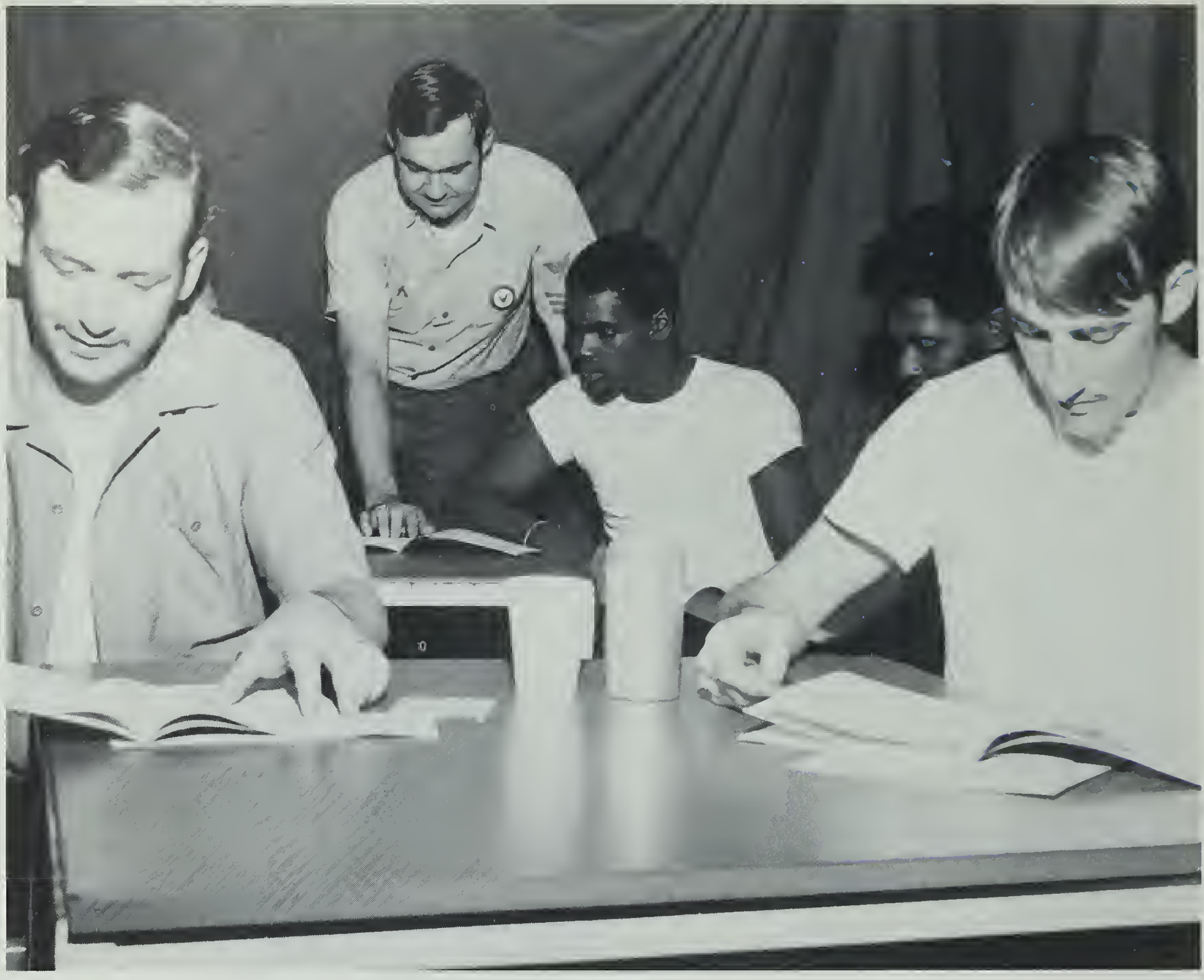
This ship's effort centers around the single idea that a simple, factual statement on what the Navy has to offer is far more effective than blazing neon lights or a glamorous TV commercial. *Coral Sea's* Command Communication Team is using the standard "Three Plateau System" in career counseling with such telling effect that its recent first term reenlistment percentage put their ship at the top of the list of Pacific Fleet carriers. At the root of the approach is the fact that all the ship's counselors are volunteers. The premise holds that to do an honest job, one has to be self-motivated. In the axiom of any salesman, one has to believe in his product.

The philosophy stems from a complete reappraisal of career counseling itself. "For too long, career counselors and the total CCT program have been thought of by the average bluejacket as one big shipover machine," Chief Warrant Officer Bob Drane, the ship's retention officer says.

"On board *Coral Sea* our retention efforts are aimed at providing information and education. Our responsibilities in the CCT effort can be met by ensuring that our men get their full share of information needed to make an honest career decision. This information and education program cannot rest solely with the Command Communications Team."

The ship's commanding officer, Captain Paul A. Peck, believes career counseling should deal with the time period in which a man is confronted with the question of 'ship over or ship out.'

"The career counselor should ensure that each eligible man is made fully aware of all benefits avail-



able should he reenlist. But responsibility doesn't stop there.

"His corresponding duty is to ensure that each man who is ineligible or decides not to reenlist, is made aware of all benefits to which he is entitled. Of equal importance, there is the 'now' perspective of career counseling, or advising the man on how to make the most of the Navy while he's in, whether or not he reenlists."

There are innumerable opportunities open to Navy men and women from a two-year or four-year college education to correspondence courses and vocational training. "Our people need to be aware of these 'today' items if they are to fully develop their individual potential," CAPT Peck says.

The revitalized counseling program in *Coral Sea* was spelled out last summer and it has been expanding ever since. One of the spearheads in achieving the CincPacFlt Career Motivation Award for carriers was Aviation Ordnanceman 1st Class Rich Birmingham, who formulated the idea of the Career Information and Counseling School on board and gave most of the initial lectures. He also organized the school and pushed the reports.

"To be effective," Birmingham says, "we've got to communicate with every crewmember on a regular basis. The answer lies with the divisional career counselor and the chain of command. Every senior petty officer and every officer help shoulder the responsibility of the career counselor."

The third feature of the carrier's program is counselor recognition; counselors who apply themselves are singled out and rewarded. They must pass a screening by the ship's retention officer and the Command Communications Team. "What we're looking for," Birmingham says, "is a person with an interest in helping people."

One such person is Operations Specialist 3rd Class Bob Conners, of the ship's OI division. He was awarded a special letter of commendation for his re-

Facing Page: Part of AO1 Birmingham's Career Information and Counseling (CIAC) duties is to inform the ship's personnel about the Navy's NESEP program. Above: PN1 Clark (in glasses) emphasizes the importance of the divisional career counselor to a division officer while AO1 Birmingham reviews the latest BuPers instructions affecting CIAC programs.

tention efforts. He attributes much of his success to his ability to communicate effectively with the men with whom he shares the same living and working environment.

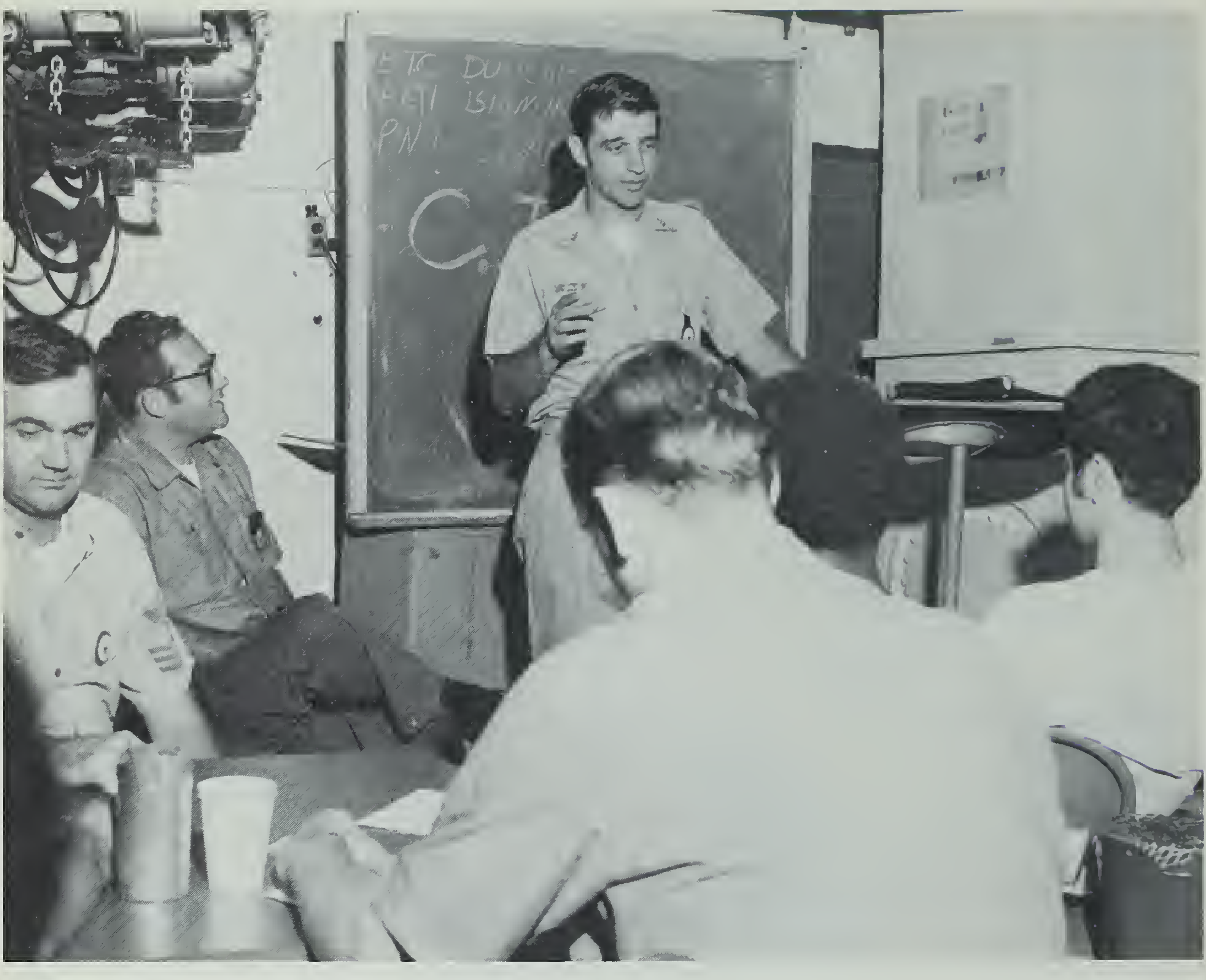
"I can rap with the men on their own terms and understand what they're saying," he says. "Most guys are stunned to learn what the Navy has to offer them during their first enlistment. Then, they are ready to listen to the facts."

"The *Coral Sea* program boils down to nothing more or less than basic leadership," CAPT Peck says. "The leader has an obligation to assist his men to make the most of opportunities both on and off the job. The obligation starts the day a new man reports and doesn't end until the day he leaves. When the career counselor or leader uses his knowledge to inform men of benefits and opportunities available, he is simply doing a basic leadership job.

"The decisions rest with the individual, but providing valid information upon which to base decisions is fundamental."

Personnelman 1st Class Doug Clark, who is assigned to Carrier Air Wing 15, joined forces with the ship's CCT when the wing embarked in *Coral Sea* a year ago. "By operating as a team, we get a better overall effort."

These new concepts surround *Coral Sea's* Career Information and Counseling School, the first such shipboard school to be accredited by ComNavAirPac. The curriculum consists of three courses: a two-day officer orientation course, a five-day senior petty officer information course, and a professional level, 10-day, divisional career counselor course. All pro-



vide broad insight into retention. Approximately 100 *Coral Sea* crewmen have graduated from the divisional career counselor course and progress is being made toward 100 per cent attendance by all E-5s through O-4s.

Chief Warrant Officer Drane sums up the "all hands" team effort: "All of us must reflect a genuine interest in our Navymen. We must inform them of the real benefits, both in-pocket and intangible. Hopefully by dealing fairly and honestly with our men, we will help each of them meet their individual goals."

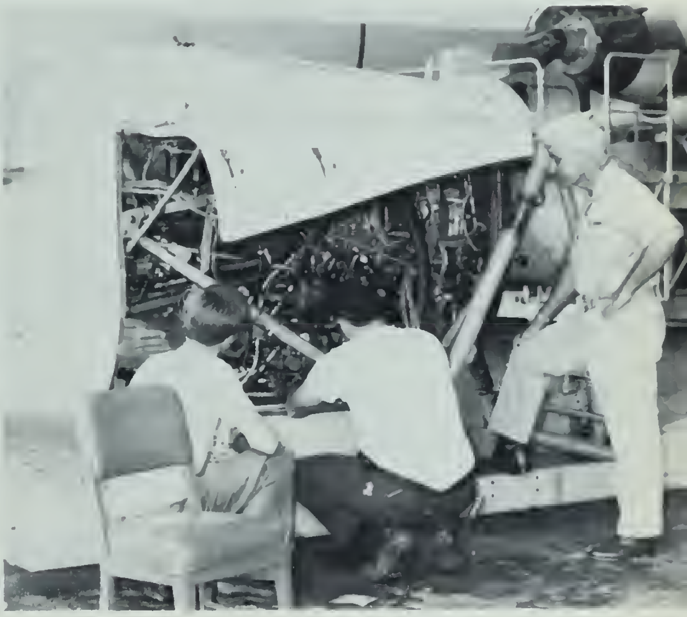
Patrol Squadron 5

"I've found that most people who are about to leave the Navy don't have any particular place to go or a specific plan in mind. We help them arrive at an intelligent decision." Lieutenant Commander Don Walsh uses that philosophy to conduct a successful career counseling program in Patrol Squadron 5 at NAS Jacksonville. That approach is becoming more the rule than the exception; VP-5 is a good example of how it is put into practice.

As the squadron's retention officer, LCDR Walsh has brought a wealth of experience to the career information position. He relates that he considers each man individually, tries to understand that man's situation, and measures the man's potential in civilian life in a comparison with his Navy potential. This understanding is actually formulated before a personal confrontation with the prospect in the man's working spaces.

Late nights and pre-dawn hours are required to reach the men working shifts. A painstakingly honest appraisal of the man, his value to the Navy and the opportunities which he might honestly expect in civilian life are presented to him. Asked honestly to consider their future, many men more clearly appreciate the primary advantages of a Navy career.

VP-5's career counselor, Aviation Electrician's



Facing page: ETC Harry Dunlop mans the lecture stand to instruct future divisional career counselors. Left: LCDR Don Walsh, career retention officer of Patrol Squadron 5, NAS Jacksonville, Fla. Above: Personal contact with his men is an integral part of LCDR Walsh's task of honestly appraising his personnel and their future value to the Navy.

Mate Chief James Lee, aptly says, "The Navy is the one organization where merit and performance are the basics for success. A petty officer plays the major role in controlling his own destiny since you simply can't stop him if he is good, yet he certainly won't get far unless he is.

"He is promoted on merit and professional performance in competition with his peers. Educational differences can be equalized, sometimes more quickly than one might think, if the man takes advantage of the tremendous opportunities offered by the Navy in that area. I've watched men advance from E-3 to E-6 in six years; I don't think that they could ask for much more."

Reactions to this no-false-promises appraisal vary. Some of the less mature aren't delighted with a barrage of forthright honesty, but most take the appraisal seriously.

A second aspect of the counseling plan is carried out by Aviation Ordnanceman 1st Class Richard Anderberg, the third man in VP-5's career retention office. Following a three-man consultation, Petty Officer Anderberg approaches the man being interviewed with a specific proposal tailored to his needs, desires and abilities. This is not a plan of "how you should reenlist," but one of whether or not you should reenlist.

More than one sailor has had his ego deflated by hearing that ". . . the Navy doesn't need you as you are; if you want to be a part of this organization, you must get it all together and perform. This is what you have to do." Fortunately, it is seldom necessary to deliver this variety of plan.

PEOPLE PROGRESS AND A PROUD HERITAGE
ALL YOUR TOMORROWS BEGIN WITH TODAY PLAN FOR THEM NOW

For any good job today, training is not just an asset, it is a necessity. The training available to a Navyman is the best, the most thorough, and wide-ranging. Yet, the command has the responsibility that the training offered will not only be successfully completed but also will be profitably put to use.

The squadron's counselors are quick to state that, for some individuals, the Navy might be the wrong choice as a career. If this is the case, they are so advised. But the hardship imposed on that person who leaves the Navy and wishes he had not done so can be avoided by careful analysis which the career counselor fosters. It is difficult to help a man appreciate medical benefits if he is a healthy, athletic, 20-year-old bachelor, but that does not diminish the importance of those benefits or the importance of his understanding them.

Some months ago, the Mad Foxes, VP-5's nickname, met a challenge which had nothing to do with its role in antisubmarine warfare. Squadron members admit that retention rates, then, were among the lowest in the Atlantic Fleet's VP community. An earlier approach to career counseling had not been effective and the command felt that the problem was one of failure to communicate.

Department heads did some listening to Commander Frank Woodlief, the commanding officer. They took the lead and discussed the problem of communications among themselves and with the junior officers in ready room talks. The role of the division officer was reviewed. An emphasis on interested leadership evolved.

In another meeting, chief and 1st class petty officers said that they were concerned with the undermining of the traditional respect and responsibility for which they had worked. Action on their feelings came directly from the top. CDR Woodlief, without ending his open door policy, redefined his management policies in detail, placing greater emphasis on the responsibility of a man's immediate

Left: AEC James Lee, VP-5's career counselor, believes that merit and performance are the only keys to success in the Navy. Facing page: Chief Lee counsels a third class petty officer in his office. Above: AO1 Richard Anderberg, the third man on the career retention team, approaches a man being interviewed with specific proposals tailored to his needs.

supervisor.

The leading petty officers were advised that exercising their managerial powers was an equally important facet of living up to their authority and responsibility as was listening to those they supervised. As a result, the image of the officer and petty officer was greatly intensified in the minds of all hands.

One of the most important conclusions in the overall review of the problem was the significance of responding to damaging and/or unfounded criticism. If a man has a problem or complaint, his superior can (and should) meet with him, listen to him, honestly evaluate the problem, and help him solve it.

"Very simply, if you want to retain good men, you must make the organization attractive to them, and educate them to appreciate its purpose." CDR Woodlief says. "The Navy is looking for those who find an organized life style attractive. This means reemphasizing the chain of command in VP-5.

"Squadron men are being educated to understand clearly their position in the command and are discussing in some detail the relationships between themselves and those with whom they work."

Since VP-5 has begun this program and emphasis, it has had a retention rate of between 40 and 50 per cent a month. A strongly supported effort, based primarily upon an education in communication and a reemphasis on basic military principles, can be considered successful.

(This report is based on material provided to ALL HANDS *Magazine by ENS R.J. Steele and CWO R.L. Drane of* USS *Coral Sea (CVA 43) and LT John Sheridan of Patrol Squadron 5.)*

- MORE PCS FUNDS SIGNAL RETURN TO NORMAL ROTATION

The recently enacted defense appropriations bill has provided enough permanent change of station funds to allow the Navy to return to its normal rotation practices. This means that most of the procedures utilized to live within the austere PCS budget of the last fiscal year will not be required in FY 74. Consequently, no additional, cost driven, projected rotation date extensions will be required this year; enlisted persons currently being ordered to overseas activities are being toured for the standard area tour; and the Bureau of Naval Personnel is now in the process of rolling back the PRD's of certain enlisteds who were extended last year. Certain policies to enhance command and individual personnel stability, such as a minimum two-year activity tour and repeated tours within the same homeport complex, are being continued and encouraged.

- E-4's WITH OVER TWO YEARS' SERVICE NOW ELIGIBLE FOR TRAVEL ALLOWANCES

Third class petty officers with more than two years of service are now eligible for travel and transportation allowances. This significant change to the Joint Travel Regulations was made when the President signed the DoD fiscal 1974 appropriations act earlier this year. The old regulations said that an E-4 with more than two years of service had to obligate himself for six years of active duty before being eligible for the allowances, but the change in the law now eliminates that clause. Now E-4's with over two years of service are eligible for shipment of household goods, travel of dependents and trailer, dislocation and overseas station allowances. Details of the new regulations can be found in BuPers Notice 4050 of 2 Jan 1974.

- VOLUNTEERS FOR OVERSEAS HOMEPORTING NEEDED

The Navy needs officer and enlisted volunteers for the continued expansion of its overseas homeporting program. Volunteers are needed both as reliefs for personnel now aboard these units homeported overseas and as crewmen for units about to move overseas. The Navy is giving preference to volunteers who are bachelors or have small families for billets in Athens, Greece, since the number of dependents who may accompany them is limited. Officer volunteers should indicate their desires by the submission of an updated officer preference and personal information card; enlisted persons with projected rotation dates through 1974 should submit an updated duty preference form; and enlisteds with PRDs in 1975 and beyond should submit a special duty and assignment request through the chain of command. BuPersInst 1300.40 and 1300.26E have all the details.

- RECRUITING DUTY OFFERS CHANCE TO SERVE AT WIDE VARIETY OF LOCATIONS

The Navy needs a lot of people to be recruited -- but it also needs a lot of recruiters to do the recruiting. Now is a good chance for any enlisted person to get into the recruiting field and there is a special need for the following groups: career-oriented 1st and 2nd class petty officers; women petty officers; and personnel of all minority groups. Recruiting duty offers a challenge and a chance to serve in areas where other Navy people usually don't have a chance to go. Black, Mexican-American, Puerto Rican-American, Chinese-American, American Indian, Cuban or Filipino personnel are needed and have an opportunity to serve at a wide number of locations in the United States. Check with your Navy counselor right away.

- BUPERS SEEKING CONVERSION IN AVIATION RATINGS

The Bureau of Naval Personnel is looking for people to convert from the aviation electronics technician (AT) rating to the aviation anti-submarine warfare technician (AX) rating, and from aviation machinist's mate (reciprical engines) (ADR) to aviation machinist's mate (jet engines) (ADJ). An increase in the number of billets in the AX and ADJ fields has caused a critical shortage of people for these two ratings. Consequently, direct lateral conversion upon request -- without additional formal training, in-service training or completion of the AX rating exam -- may be authorized for AT1s and AT2s who hold NEC AX-65XX and those currently performing maintenance on ASW equipment.

Also upon request, ADRs will be authorized to take the Navywide exam for both change of rate and advancement to the next higher paygrade in the ADJ rating. More information about both conversions can be found in BuPersNotes 1440 of 26 and 27 Nov 1973.

- 1974 IS AN ELECTION YEAR, SO REGISTER, VOTE

This year, all states will be conducting congressional elections and some states will be voting for senators and governors. Whether at home or overseas, all Navymen and women, 18 years and older, are being encouraged to register and vote. To help in this effort, the Department of Defense has designated March as "Military Voter Registration Month." Consequently, military members around the world should familiarize themselves with voting and absentee ballot procedures, and are advised that some states, like Alabama, Alaska, Florida, Georgia, Kentucky, Louisiana, Mississippi, Nevada, and West Virginia, require servicemen to register before election officials can send them the absentee ballot. Otherwise servicemen can register by using the Federal Post Card Application (FPCA Standard Form 76) used to request a ballot for an election; mailing state registration forms to the voter with an absentee ballot; or by using an affidavit on the ballot-return envelope as a registration document. However it works in your state, be sure to register and vote. For information, check with the voting officer at your command.

- TAX BOOKLET AVAILABLE FOR SERVICE PERSONNEL

The Judge Advocate General of the Navy has published an income tax guide designed to help all servicemen and women fill out their 1973 tax returns. The guide outlines the special responsibilities and benefits that service personnel may have in filing their tax returns, and it lists and explains in detail those special parts of the tax law which apply to military income. It also contains comprehensive information about the general tax regulations which apply to both civilians and military personnel, as well as tax rate tables for 1973. An initial distribution of the booklets has been made to all commands for use in counseling service personnel. Individuals may obtain copies of the booklet, "Armed Forces Federal Income Tax" (NavSo P-1983), by sending 60 cents to the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402.

- NINE UNITS RECEIVE BRONZE HAMMER RECOGNITION

NS Charleston, S.C., NAD Oahu, Hawaii, NAF Sigonella, Sicily, NS Subic Bay, and NRS(T) Cutler, Maine, have been named the first place winners of this year's Bronze Hammer Awards for greatest improvements to personnel habitability ashore through their own efforts. Charleston won in the category of activities with enlisted allowance of greater than 1000 and with a construction battalion unit in the area, while NAS Alameda, Calif. was the runner-up. Sigonella and Subic Bay tied for first place in the more-than-1000, without a CBU in the area, and Oahu was first in the less-than-1000, with a CBU, while the Naval Weapons Station, Concord, Calif., was the runner-up in that category. Cutler placed first in the less-than-1000 (without CBU assistance), and NAF El Centro, Calif., was the runner-up. A special award was given to NATTC, Lakehurst, N.J.

- VOLUNTARY "STOP SMOKING" PILOT PROGRAM TO BE TESTED

A pilot program designed to help Navy men and women who want to kick the smoking habit will be shortly begin in Norfolk, Va., and New London (Groton), Conn. The program, which is entirely voluntary, involves five sucessive evenings of group counseling, with the aim of helping participants to give up smoking completely and immediately rather than gradually. The pilot effort is being sponsored by the local Navy Counseling and Assistance Centers (CAACs).

- LISTINGS OF LOCAL EVENTS NEEDED FOR ANNUAL COMMUNITY RELATIONS CALENDAR

The Navy's Chief of Information will begin this year publishing an annual calendar of events of more than strictly local interest which Navy commands want to support. To do this, however, Chinfo needs the cooperation from commanding officers in submitting lists of events in their areas which may be included in the calendar. These events, which might include national organization conventions, state and regional fairs, and exhibits and demonstrations, present good opportunities for promotion of Navy recruiting and public affairs programs. Commands should submit the events they have to Chinfo (OI 32B) in accordance with instructions contained in SecNavInst 5726.7.

- OFFICERS IN NEW TIME FRAME FOR RESIGNATIONS

Submissions of resignations by officers must be made at least four months before their effective date if no contact relief is required and six months in advance if such a relief is required. Resignations should not be submitted more than eight months prior to the desired date. An officer's resignation may be delayed up to six months from the date of receipt of the request by the Bureau of Naval Personnel if necessary in order to provide for a relief. Commanding officers are to make an evaluation of the relief requirement in their forwarding endorsements. These new regulations are outlined in SecNacInst 1920.3G of 6 Dec 1973.

- NEW RETENTION AIDS NOW IN FLEET

A new career counseling manual (NavPers 15878) has been distributed to the fleet, and the Chief of Naval Operations has required that all those concerned with career counseling and retention become familiar with its contents. In addition, a new interview system, described in BuPersInst 1040.3A, has been implemented and is supported by an automatic data processing tickler system that will identify individuals at designated periods during the first enlistment. These two aids have prompted a message from the CNO reemphasizing the importance of the retention effort in maintaining adequate forces under the all-volunteer system.

- MORE STATES AWARDING VIETNAM ERA BONUSES

The list of states awarding Vietnam era bonuses to resident veterans is still growing and may continue to do so with the convening of state legislatures this year. Fifteen states are now awarding such bonuses: Indiana, Iowa, Minnesota, Ohio, West Virginia, Connecticut, Delaware, Illinois, Louisiana, Massachusetts, North Dakota, Pennsylvannia, South Dakota, Vermont, and Washington. The territory of Guam is also offering a bonus. The bonuses are usually figured on months of service, either in or out of Vietnam, during the Vietnam era, which is defined by the state (usually from August 1964 to July 1973). Some states, such as Iowa, Minnesota, and Ohio, offer bonuses even for months of service not in Vietnam. Veterans or active duty service personnel who think they may be eligible for such a bonus should check with their individual state governments for details.

Note: The deadline for applying for the bonus in Washington state is 28 Mar 1974, so veterans from that state should get in their application immediately. (Write Vietnam Veterans Bonus Division, P.O. Box 586, Olympia, Wash. 98504.)

- NEW SUBS NAMED FOR THREE MAJOR U.S. CITIES

Birmingham, Ala., New York, N.Y., and Indianapolis, Ind. have been designated as the three major cities after which the latest Navy nuclear powered submarines will be named. For both Birmingham, SSN 695, and Indianapolis, SSN 697, it will be the third time that an American ship has borne these names. The first two Birminghams were light cruisers, and the first Indianapolis was a World War I steamer. The second Indianapolis was a heavy cruiser which was lost during World War II. New York City, SSN 696, is a first -- no ship has ever been named after the nation's largest metropolis.

- CREDIT FOR SERVICE EDUCATION AND EXPERIENCE

Veterans getting out of the service and desiring to receive a high school diploma (if they don't already have one) or possible college credits, should check with the American Council on Education's Commission on Accreditation of Service Experiences (CASE). See the local VA educational counselor, and look for a roundup on this subject in ALL HANDS in a future issue.

from the desk of the Master Chief Petty Officer of the Navy

'You and Your Detailer'

MCPON JOHN D. WHITTET

Navymen and Navywomen often write or call my office about their assignments. Although I am not in the detailing business, my staff and I work daily in an effort to assist communications between BuPers and the Fleet and I want to share some observations and information with you about the detailing process itself.

It is obvious to me that many of the assignment conflicts between BuPers and Fleet personnel are really not conflicts at all but misunderstandings — misunderstandings that usually stem from poor communications and an understandable difference in perspective between the detailer in BuPers and the man or woman in the Fleet. On the one hand, detailers are well versed on the conditions of service within their own ratings. They are also responsible for the assignment of hundreds and, in some cases, thousands of personnel. On the other hand, Fleet personnel usually know very little about the problems and operating methods of their detailer.

Fortunately, with today's computerized personnel record data and reporting systems, your detailer does know a great deal about you and can spend a significant amount of time on each of the individuals considered for assignment.

Let's assume you are a petty officer (most nondesignated SN/AN/FN personnel are detailed by EPDOPAC and EPDOLANT) and your projected rotation date (PRD) is coming up in about four to five months. At this time, your detailer will request the preparation of an enlisted assignment document (EAD) from information started in the Bureau's computerized data base. The EAD is a computer printout which quickly identifies you with such information as your actual rate, previous rate, date of rate, active duty and pay entry base dates, your EAOS and an estimated date of your loss to the Navy if applicable, number of enlistments, security clearance, NECs together with dates earned, date of birth and years of education (degree and major).

The EAD will also contain your BTB (Basic Test Battery) scores, number of primary and secondary dependents, number of dependents on station (if overseas), duty preferences, your most recent performance evaluation (E-5 and above only), current duty station and the date you reported along with

your six previous duty stations, sea duty or shore duty commencement date and your PRD. Together with your duty preference card, your detailer now has a good idea of who you are, what you are eligible for and what you want.

Following that, your detailer then turns to a set of requisitions, forwarded from EPDOPAC, EPDOLANT and Pers-50 which identify available billets in the priority established by the manning control authority. The Fleet requisitions are compiled using the same information recorded on a command's 1080-14 which, among other things, shows the billet allowance and personnel actually assigned, *including PRDs*.

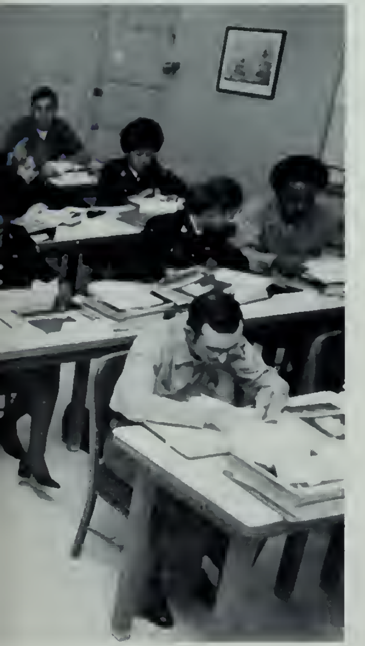
Assignment decisions range in complexity from the very simple, as in the case of the person who is the only one available for assignment to a CNO priority billet, to the very difficult duty preferences. The costs involved, eligibility factors and the needs and priorities of the Navy are all considered very carefully. Basically, as I have always stressed, detailers try to place the right person in the right position. And a member who is more deserving of an assignment will receive more consideration. If, for instance, "all other things are equal," someone just coming off arduous sea duty will have priority over someone coming from preferred sea duty.

But all other things are not always equal! The individual coming off preferred sea duty might have much better qualifications for the billet. Or the man coming off arduous duty might not withstand screening for desired duty. So detailers actually make the assignment decision. You *are* considered as a real person. The computer merely provides information.

Once the decision is made, it is handwritten onto the EAD and the new assignment information, including your new PRD, is keypunched and fed back into the computer. Orders are then printed out by the computer and mailed to your command. If the orders are to be executed within two months, they will likely be transmitted by message or mailed as a speedletter.

Assuming you do not get the set of orders you were hoping for, it might have been that the desired billet was not open or available at the time you were eligible for assignment. It may have been that a higher priority billet needed to be filled. Perhaps someone else was more qualified or more deserving. Or it might be something else. But whatever it is, your detailer is available to explain the decision to you and you are welcome to call or write. If you do call your detailer, at any time, remember that telephone calls are for information only and are not official communications. It is not wise to make plans and major decisions on the basis of a phone call only.

You may help the assignment system work for you by insuring the accuracy of all your communications with BuPers. Fill your duty preference card out carefully in consultation with your personnel office, career counselor or senior enlisted advisor. Be sure to send any special requests you may have via your commanding officer on a NavPers 1306/7 special request form, lest it be returned to your command before any action can be taken. Stay abreast of current assignment notices and publications, especially "LINK" magazine. "LINK" is published quarterly by the Chief of Naval Personnel and contains the names, telephone numbers and BuPers organization codes for each enlisted detailer. It also contains an excellent survey of current programs, assignment opportunities, and other tips.



Regardless of whether your assignment is to recruiting (far left), training and preparing for your next duty station (left), or working aboard ship, your detailer helps to find the right assignment to further your Navy career.

U.S. Navy Atlantic Para-Team

APPOINTMENT IN MID-AIR

Dan Zmuda's weekend begins at the airport. He is sitting over a lukewarm cup of coffee, and his bored expression gives no indication that soon he'll be leaping into space from the open hatch of a high-flying aircraft. Chief Boiler Technician Dan Zmuda is Jumpmaster for the U.S. Navy Parachute Team (East), operating out of Little Creek Amphibious Base, Norfolk, Va.

"The plane's on her way in — at last," says a chief from flight ops approaching Dan's table. "She should be here in about 15 minutes."

Dan doesn't have to pass the word. The 10-man Para-Team, all volunteers, is already reacting to the imminent arrival of their flight. They've been through it many times before. This is the last weekend of the season, a season which has taken up most of their weekends from early spring until November. The men on the team have contributed their time because they like what they're doing. It also makes them more proficient in their Navy jobs as UDT men and SEALs. A spinoff is their appeal as representatives in the Navy's recruiting effort.

Aboard the plane, Dan has already taken a quick head count and assured himself there is hot coffee available for the flight to Pensacola, Fla. He nods an affirmative as Captain Norman H. Olson asks, "Are we all set?" CAPT Olson is assistant chief of staff for operations at the Naval Inshore Warfare Command Atlantic.

It was he who organized the team in May 1973 in response to requests for the Navy to provide parachute demonstrations for civilian and military organizations and in support of Navy recruiting and community relations programs.

Dan settles back in the canvas sling that passes for a seat in a C-130 and feels the reassuring grasp as he pulls his seat belt snug. While some team members adjust themselves in the canvas sling for a more comfortable position, others have already accepted their state of relative discomfort and sit, chin on chest, beginning to doze.

These men are not waiting for life to pass, they chase it. They are the breed of men who in years past would probably have been explorers and pioneers.

"All of us," says Dan, "are assigned to either Underwater Demolition Team 21 or SEAL Team Two.

"A lot of people think the guys on the jump team are just glory-grabbers in a glamor job," he adds. "There's just no way you can convince them that it's mostly long hours and hard work. Sure, we enjoy the jumping, but that's just a couple of minutes out of the entire weekend. The rest of the time we're socked into a tight time schedule with little or no time to ourselves. Some trips can be real bummers."

In spite of the drawbacks, they have volunteered.

Far left: Members of the Navy Parachute Team. Above and top right: Jumpmaster Dan Zmuda in the air and on land. Above right: The U.S. Navy Parachute Team's flag drop offers an eye-catching and patriotic opening to the air show.

They jump for the sheer joy of jumping, for those precious seconds in free fall which make up their three-minute weekend. They are assigned to the team in an additional duty capacity and retain responsibility for their own jobs when not traveling with the team.

A jarring impact announces the end of the flight. "I make softer landings with my parachute," mutters Dan.

Even as the air demonstration coordinator and a recruiting representative welcome CAPT Olson, the rest of the team is offloading the gear. There's still time for a practice jump before they lose the sun.

Two men stay on the ground. Though both are qualified jumpers, it's their turn to act as backup. During the demonstration tomorrow, one will serve as narrator while the other lays out the target and lights off the flare.

In the air, the eight jumpers are relaxed. This is a jump in which they'll get the lay of the land. They'll pick out landmarks which they'll have to use tomorrow with the world watching. A miss today will only bring jokes and harassment from the team. A miss tomorrow will make the whole team look bad, and if that miss takes you into the wrong spot, it could mean injuries.

"When I jump from a plane," says CAPT Olson, "I'm obviously going in one direction — down. But, even though the law of gravity says I must go down, other natural laws allow me to make controlled turns and aerobatic manuevers, even to the point of moving horizontally while falling vertically."

With arms and legs spread, back arched and legs bent slightly at the knees, a jumper falls face down against a cushion of air resistance. "You can actually feel the air harden under you," says the captain. In this spread-eagle position the jumper's speed will increase until he reaches a speed of about 120 miles per hour, occurring after about 12 seconds in free fall.

In the delta position (diving head first with arms at the sides), a man can increase his falling speed to over 200 miles per hour. Variations between the full spread-eagle and delta positions allow jumpers to catch up or wait for another jumper.

It's not as easy as it sounds. The graceful movements seen from the ground aren't necessarily so graceful, nor so easy, when viewed from close up. The star-building formation, when four or more men hook up in the air then burst out in various directions, provides a good example of some of the problems jumpers encounter in the air.

"First, two of us hook up," says Dan. "We come out of the plane and it takes a while to get oriented. Then we move in on each other. Brace yourself and I'll show you."

Thawk!

The impact jolts your hat down to the bridge of your nose and you feel Dan's hands locked in on your shoulder.

"The two of us lock in like this, then we look for the others to come in on us. We have to keep adjusting because we fall at different rates of speed. By now a third man is maneuvering in on us, then a fourth. You know there's a jolt coming, especially when you see him coming in a little too fast, but all you can do is hang on and try not to break up.

"When we see one man coming in too high or too low, we try to adjust for his entry. We'll tip the whole formation to get one side higher or lower to accommodate him.

"One man coming in too fast can flip the whole formation over and we've got to get back to an upright position before release.

"Try it with a half-dozen guys. Suddenly, thousands of feet in the air, you're in the middle of a traffic jam. You're being pushed and kicked. You see a jumble of hands, feet and faces flashing in front of you. You're actually pushing bodies off yourself and looking for a way out. You can't open up because there's no room for your canopy. You've got to fight clear and glide out of there before you open."

On the ground, the exhilaration of the jump is still evident. But, even as that feeling fades, the team is packing its chutes. The primary purpose of the team lies ahead — representing the Navy.

Each weekend, in addition to jumping, the team is scheduled to meet various groups of people. Tonight there are 150 college seniors who are considering various officer programs in the Navy. The jump team will spend a couple of hours with them, just rapping about the Navy and their jobs.

And a couple of hours is plenty. Tomorrow they jump in front of thousands of people and they have to be sharp.

The team is assembled at the airfield hours before their scheduled jump. It's a clear day, with blue skies and little breeze.

"This lack of breeze can be a problem," says Dan. "A fairly strong, consistent wind is a lot easier to jump with. At least you have a steady force you can rely on and compensate for. This light breeze is inconsistent. It will keep shifting and make spotting tough. It's a lot more difficult to get each man on target."

Now it's beginning to look more like a county fair. The Para-Team's jump will open the air show demonstration, and already you can see the difference from yesterday's practice run. The relaxed atmosphere is gone, the tension apparent. Each man is considering his own jump and thinking about the peculiarities he may encounter today. Each wants to look good for the team

In the air there's only the roar of the engines. "There's pressure," says Dan, standing in the open hatch."It hits us all differently, but it does hit us all."

The windstream at 12,000 feet is icy and backs Dan away from the open hatch momentarily. Talk is sparse. Someone comments about the direction of the streamer which is used to observe the drift of the wind. Thoughts turn inward. A couple of men try to get a look out a window, try to pick out landmarks, reassure themselves that they will be able to get quickly oriented once they have been committed to space.

"Most people figure I have the most pressure," says Dan, "because I've got to spot the team and get

them out at a point where they can hit the target. Personally, I think there's more pressure on the rest of the team. At least I can see what I'm doing. The rest of the team is going out blind. They just have to trust my judgment and hope that I've got them spotted right and they can hit home."

Dan's spots are good. The job is not awarded on a seniority basis — he's Jumpmaster because he's the best at the job. In the air he guides the aircraft, through a series of hand signals, directing the pilot to the precise point of release. "With a good pilot, my job's a piece of cake. But, if he's not on, I'll have him come all the way around before I'll put men out on a bad spot."

Today's spot is perfect. Eight men on target, and eight stand-up landings, with a smile for the crowd, and a cheer from the crowd. They make it look easy.

Once on the ground, it's back to the people. Their chutes are repacked on the spot, with the spectators offering to help. The team member explains as he goes — why he separates each canopy panel and carefully sorts the shroud lines. He answers questions about jumping, about the Navy, about military life in general and about anything else the people think to ask.

The recruiters come in to talk to them and provide their know-how with answers the team itself isn't equipped to supply.

A little boy wants an autograph, another wants a souvenir. A teen-age girl has had a couple of parachute jumps and is full of questions. Parents bring their children by to pose for pictures with the team.

Now the crowd is gone. A man and woman and their two sons say good-bye to two members of the team. The Para-Team, the first to arrive, is the last to leave. To them the three-minute weekend is over — the hours that went to make it a success have made it worthwhile.

— Story by JOC Tom Streeter
— Photos by PHC Bill Hamilton

Men at Work

AT HOME BELOW

"SRF DIVERS DO IT, DEEPER." The bumper sticker on the car parked in the space marked 'Master Diver' is a clever word projection but may leave to the imagination its exact meaning. The invaluable contribution these aquatic cousins of the marine family make to the U. S. Seventh Fleet, however, is no mystery.

SRF divers comprise the 23-man diving unit assigned to the Subic Bay Ship Repair Facility (SRF) in the Republic of the Philippines. Their deep diving capability enables them to afford in some instances guaranteed satisfaction — even in seemingly impossible situations.

Fix a ship's shattered hull, salvage submerged aircraft, raise a sunken ship — all everyday tasks to these skilled divers and craftsmen who earn their pay in an unnatural environment, sippin' air from a third lung.

The unit is headed by Lieutenant Commander Franklin D. Duff, who is also a qualified diver. Number two is Master Chief Diver Andrew J. Parfinsky, assistant diving officer in charge of the diving unit which is also complemented with a contingent of nondivers. Together they pool their special talent to perform the difficult underwater assignments necessary to keep the vast Seventh Fleet forces on the move. They also provide similar services for civilian organizations and foreign military forces.

"The difficult part of the whole thing is not the repair job itself but finding it. Looking for a hole the size of a 'white hat' in the hull of a ship can be a task in itself, especially in 200 feet of water," says Chief Parfinsky.

"Our divers work on ships ranging from small barges to huge aircraft carriers. We receive requests from all over the Republic of the Philippines seeking our assistance. These include calls from civilian organizations asking us to assist them with their equipment repair and maintenance, although sometimes they just need us to help train their own potential divers. We've sent divers on temporary assignment to Guam, Hong Kong, Republic of Vietnam and many other places in this area of the world," Chief Parfinsky adds.

A few of the many jobs credited to the diving and salvage division include the salvaging of a Navy P-3 *Orion* patrol aircraft which crashed off Cubi Point Naval Air Station earlier this year. Chief Hospital Corpsman Edward H. Kravetz, senior corpsman for the unit, says, "The part of our job that we don't enjoy is recovering bodies from downed aircraft."

In 1972 during the Vietnam conflict, SRF divers were responsible for salvaging some supply and patrol craft which sank after being damaged by a typhoon in Da Nang Harbor. SRF divers were also involved in the salvage operation of YPD-44, a drilling barge which sank at Subic Bay that same year. That particular operation required two weeks of round-the-clock work.

"One of our most interesting salvage jobs involved a Navy helicopter which sank in the mud outside Subic's harbor," says Pattern Maker 1st Class Gad. C. Hitchcock. "The helo broke loose from the sling of another helo towing it in for overhaul. You don't realize how big that harbor is until you start looking for something on the bottom."

Diving is not a glamorous job as most of the divers at SRF will tell you. It is dirty and requires a lot of discipline and devotion to duty.

Hospital Corpsman 1st Class and diver William Makaneole related that "there was a communication barge which the Viet Cong sank in about a hundred feet of water in the Mekong Delta. It was submerged

Below, left: Divers enter the water to inspect a ship being repaired at Subic Bay. Right: In the hyperbaric chamber, a hospital corpsman checks the condition of a patient from the bends. Above: A novice diver gets last-minute details from instructors at the diving school.

in thick mud with only the bow section sticking out, and we had to figure how we could get our lines under the bow section as well as the stern. After many days of unsuccessful attempts, using a high pressure hose to drill under this, we were finally able to drill down deeply enough where we could attach our lines and raise her; but believe me, it took a lot of work."

Operating the only decompression chamber in the Far East, SRF's underwater salvage experts are qualified to treat victims of the bends and air embolism, both potential dangers to divers of the deep.

The unit treats about one case of the bends per month. (That's what a diver contracts when he ascends too fast.) Last fall, the unit's corpsmen treated two victims, one a Filipino diver who was working on the wreckage of a downed plane in Zamboanga in the southern Philippines, and the other victim was a unit diver. Both divers were pronounced "symptom free" — indicating full recovery.

"The most rewarding part of my job is seeing a man walk out of that chamber on his own," comments Chief Boatswain's Mate Melvin Rivers, craftmaster and skipper of the barge YFU-67 where the decompression chamber is housed.

All of the men of the diving unit agree that panic is a major cause of most diving accidents. "Although diving is a dangerous business to begin with, a lot of diving accidents would be avoided if the man can just control the urge to react until he fully thinks out the situation," says Engineman 2nd Class George P. Walsh. (Seaman Joseph P. Walsh, his brother, is also a diver assigned to the unit.)

The unit also has a number of non-divers assigned to it. They are the men responsible for the upkeep and maintenance of the barges.

"These guys are just as important to the success of the unit as the divers," Chief Gunner's Mate Frank A. Stuckey says. "If it weren't for them, we'd never be able to get to a job or have the right equipment to do the work. They sometimes have to do menial chores but they do them without complaints."

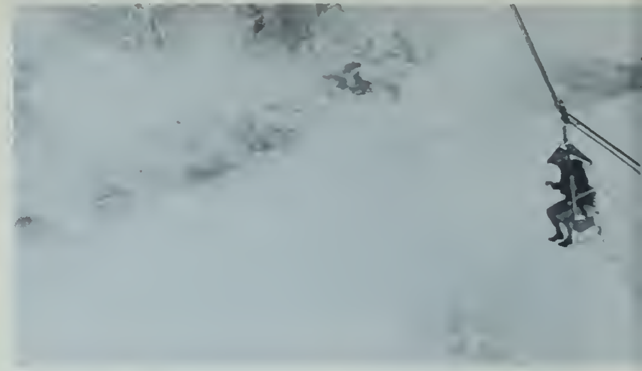
Possibly one of the division's biggest assets is its Second Class Diving School, a 10-week basic course available to volunteers from various Seventh Fleet Commands. Chief Boatswain's Mate William I. Johnson says, "Our only problem now is getting commands to release men to attend our classes. When a fleet sailor becomes qualified as a second class diver, he is a very valuable asset to his command.

"We take guys from all branches of the service. Some of our students are green when they come to us, but when they leave, they are qualified Second Class Divers. We give them instruction in SCUBA (Self-Contained Underwater Breathing Apparatus) and 'Hard Hat' or deep diving training. The course also covers indoctrination sessions on a wide variety of diving equipment."

The only administrative prerequisite for entering the school is command approval. The diving unit also offers SCUBA diving courses to military and non-military personnel at the Subic Bay swimming pool. The SCUBA instruction is a two-week course in equipment function and safety as well as other diving related activities.

These are but a few of the tasks performed by the men of the diving and salvage division and a definite testimonial to the high quality, pride and professionalism that they possess. Together, they give further insight into the meaning of their motto, "SRF Divers Do It — Deeper."

—Story and photos by JO2 Howard Watters

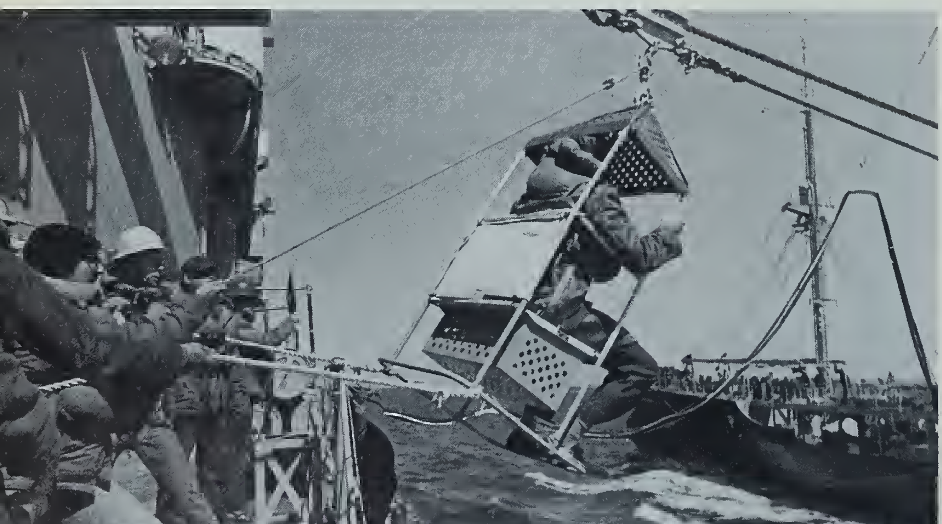


SPECIAL NAVY

Getting to another ship in the middle of the ocean is easy. You simply strap yourself into a little chair suspended from a single, three-inch manila highline and trolley over the 50 or so yards of rushing, hissing sea. No sweat, unless you're the guy out there in space.

During Unitas XIV, the joint U. S.-South American Navies' annual hemisphere defense exercise, many fearless passengers were transferred in that manner. It's even exciting for onlooking crewmembers at the rails, checking to see which of their shipmates get drenched by a high wave.

When your turn comes, you take on a stony look of self-confidence as the boatswain's mate explains how to get out of the rig if you have to. "Thanks, Boats." You hope you aren't showing the tensions you actually feel. What if there is an emergency breakaway? What



DELIVERY STYLE

if the line parts? A hundred other questions flash through your mind.

Too late now, you're being hoisted over the side. When you open your eyes all you see below is white waves and dark water. Splash! You're soaking wet — "I hope the guys enjoyed that one!" It's beginning to feel like the longest ride you've ever taken, when a deck suddenly reappears beneath you. You're gently lowered and you break into a big smile for the audience as you touch down.

"Were you scared?" asks the seaman unstrapping you.

"Of course not, it's the only way to travel," you calmly reply.

—Story and photos by
PHC C. L. Bassi

NAMTG Training Aids

CUT-

“There’s a lot of difference between book knowledge and a real understanding of how a piece of machinery works,” says Machinery Repairman (MR) 1st Class Billy R. Johnson, “I’ve been an MR since 1959, and many of the things I’ve learned about propulsion equipment since then became a lot more real when I started seeing these cutaways.”

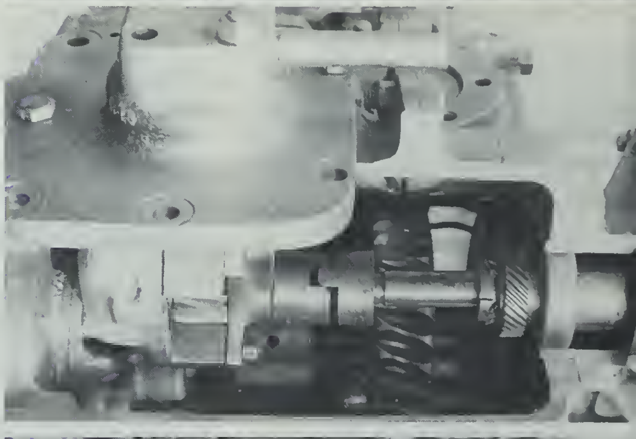
Petty Officer Johnson is part of a seven-man team at the Naval Air Maintenance Training Group (NAMTG) modification shop, NAS Memphis, producing cutaway training aids. Steam-driven pumps, valves and regulators are being cut open so that trainees can see what happens inside the machinery when valves are turned and pressure is applied.

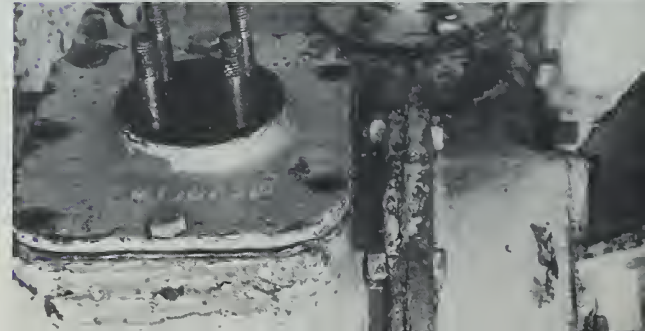
The devices are destined for the Propulsion Engineering School at Great Lakes, Ill., where they will play a vital role in teaching operation and preventive maintenance to trainees in the engineman, boiler technician and machinist’s mate ratings. Besides cutaways of equipment used by each rating, others will be used for training all three in special shipboard skills.

The cutaways are a result of the CNO Boiler Technician Retention Study Group of October 1971 which recommended improved training. The Navy has worked since to upgrade the schooling of all rates that work with the newer 1200 pounds per square inch steam propulsion systems and with the older 600 psi systems.

The Memphis-headquartered NAMTG mod shop has produced several thousands training aids for the aviation ratings since it began operating nearly 30 years ago, but cutaways manufactured for the surface Navy have been few and far between. With the centralization of all Navy technical training under one command in 1971, this production of “blackshoe” training aids by an aviation activity became a far simpler task. “The restructuring of Navy training created a more responsive organization and made this cooperation between the Propulsion School and the Naval Air Maintenance Training Group an in-house project,” said A. P. Zaluski, a civilian training program coordinator for Boiler Technician/Boiler Repairman training on the technical training command staff.

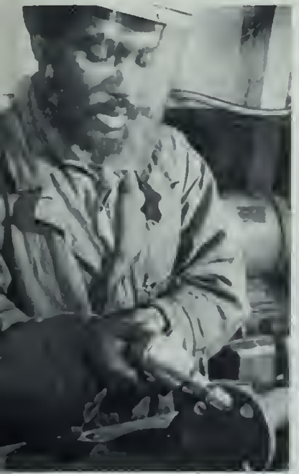
Zaluski noted that the technical training staff first requested that NAMTG undertake the cutaway project in September 1972 and that student feedback has always supported the usefulness of equipment whose

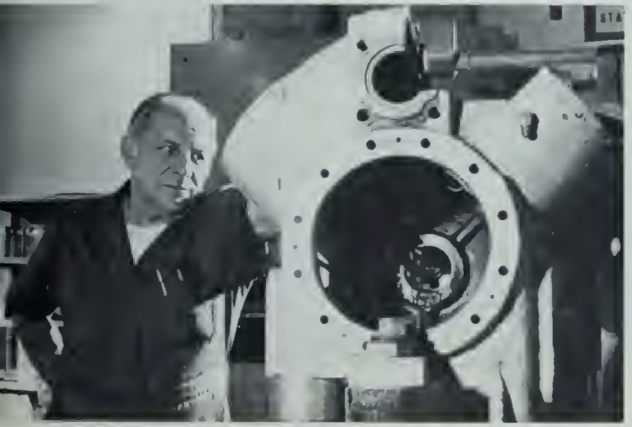


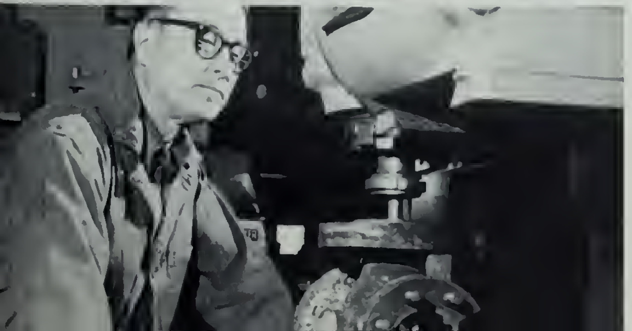


Left, top: RADM Albert M. Sackett views progress of the cutaway work with MR1 B. R. Johnson. Right: Two pieces of steam propulsion equipment used for student demonstration. Facing page: Workers preparing the cutaway educational devices.

AWAYS







workings are visible. The educational specialist added, "We anticipate possible reductions in training time with a definite improvement in the students' overall grasp of the function of these complex pieces of equipment."

Gathered from inactive ships in the Reserve Fleet and from salvage yards, the components destined for Navy classrooms began to arrive at the NAMTG mod shop in January of last year. By June, work had begun on 50 large components and 45 smaller ones. Each piece of gear had to be cleaned and disassembled into its subcomponents and individual parts, with some of the pumps, valves and regulators breaking down into as many as 100 individual parts. Two civilians and five Navymen were assigned to the task, which required approximately 4900 manhours.

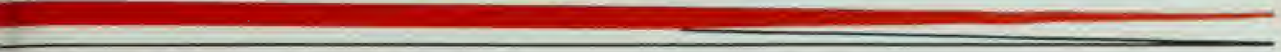
NAMTG's Resources Managment Systems Officer, Lieutenant Commander B. F. Bence, whose responsibilities include the mod shop, said that the cutaways "give you the underlying principle of the machinery plus the fine details of its operation, in short, the whole concept." He added that cutaway modifications require careful engineering and planning to produce a highly visible mechanism without interfering with the functioning of the part. "The shops here do their own planning and engineering," LCDR Bence remarked. "We don't have any formally educated engineers, just four or five men with engineering skills learned in the school of practical experience."

AMSC Frank Szydlowski, CPO in charge of the project within the mod shop, noted that various components have required from six to 150 manhours to make the transition from rusty parts to classroom aids. He commented that each piece of the propulsion gear is repainted to look as it would aboard ship, with the exception of orange highlighting to emphasize the cutaway portions. Chief Szydlowski added, "By working with something like a cutaway in the classroom, you can learn a lot more than you could by being told about the same piece of equipment. You see the valves work — you don't just imagine that valves inside that housing are opening and closing."

The cutaways being produced by the aviation maintenance group for the surface Navy will allow Great Lakes students to *see* their equipment better than any others before them. Cutting away the thick walls that hide the operations of these valves, pumps and regulators will remove another barrier to full understanding.

—Story by PH2 Michael Diehl
—Photos by PH2 M. Diehl and
PH1 Richard Moffet

SIGNALS IN THE WIND



... A History of Flags

For centuries bits of colored cloth tied to sticks have been carried before kings, explorers and men of destiny, leading men on crusades, into battles and to new worlds. They were both symbols and means of communication — signals in the wind. Today flags are taken for granted, but exactly who used them first, how and where, is not known. All that really is known about them is that they are ancient.

Flags were probably first used in the Orient. It is believed that a white flag was carried before a Chinese emperor as early as 1122 B. C., and that flags were carried into those early battles on chariots of sorts, and elephants. In ancient China and in India, they were green and scarlet and often had figures of birds, tigers and dragons.

In the Western World, the first flags weren't flags at all, but carved figures attached to poles. These were called *standards* and were common throughout the ancient Mid-East — an Assyrian monument from 671 B.C. shows a soldier carrying his unit's standard into battle. Many other monuments, tombs and pieces of pottery show it being carried before ancient Egyptian pharaohs, in military units on land and aboard ships at sea. Standards spread from the Mid-East, to Crete and into the Aegean. Greek city-states used them topped with their city's symbol; Roman standards had effigies of gods or generals and even animals.

Toward the end of the Roman Empire, standards were replaced by the *vexillum*, a square banner attached to a bar which was fastened crosswise onto a pole. The vexillum continued to be used into the middle ages and was particularly popular in Christian Europe because of its cross-like shape. Early in the 12th century, the royal vexillum of France was changed to the more flag-like *oriflamme*, that is, a banner split at one end to form flame-shaped streamers. Louis IV carried the first oriflamme into battle in 1124; it was reported to be seen in use last at the battle of Agincourt in 1415.

Flags are almost as ancient as man himself and have been a colorful as well as functional part of warships throughout history as this painting of an 1814 naval battle so clearly reveals. A U. S. Navy commission pennant adorns the top of the page.

Therefore, flags, as we know them today, were probably introduced to Europe from the Orient, by way of the Mid-East, during the Crusades.

Evolution of National Flags

These early standards and banners represented royalty, military units or cities, but none stood for nations — the feudal system did not lend itself to national unity. The Crusades changed this. As knights from every part of Christendom assembled for the Holy Wars, closed helmets came into fashion and some mark became necessary to distinguish allies. The cross was a logical choice and soldiers of various armies began to wear crosses of different color and design on their outer garments.

Eventually, the crusader's cross became more than just a mark of distinction; it showed he was a man with a mission approved by the Church, and it also denoted from what part of the Christian world he came. When the wars ended and armies returned home, crosses were worn with pride and were kept as part of the uniform. This was the beginning of national consciousness and it led to the adoption of national flags. In many cases the crusader's cross became a part of those initial flags.

Cross flags rose and fell in esteem along with the idea of nationalism, but many European countries had them, and many still have them today. The flag of Great Britain, for one, is a combination of England's Cross of St. George, Scotland's Cross of St. Andrew and Ireland's Cross of St. Patrick. Other countries used a cross flag but abandoned it later. France's first national flag was a white cross on a scarlet field.

Shapes of Early Flags

By the end of the Third Crusade, flags were used throughout Europe; certain shapes were eventually used for specific purposes. Many are still used in their original form and purpose.

Standards (not the ancient type) were long, tapered flags usually ending in two points. They were the personal mark of a nobleman, carried his insignia, and were flown from his tents, castles and ships. They were used to mark his position in battles and at tournaments and ceremonies.

Banners were square or oblong flags, carried into battle before noblemen down to the rank of knight banneret and contained his personal emblem. *Guidons* served the same purpose for those below the rank of knight. They were similar in shape but rounded at the end or had rounded swallowtails.

The *pennon* was a small triangular flag carried by each knight on the lance's end. It designated his rank but also had the useful purpose of marking the end of the lance to prevent accidents.

Streamers were huge pennants, sometimes 60 yards long and eight yards wide, which were tapered and ended in two points. Because of their size they were used only at sea and eventually came to distinguish men-of-war from merchantmen, especially commissioned warships.

Tri-colors

Tricolors are associated with revolution. Although Austria had a tricolor flag in the early 11th century, the form did not become popular until the Dutch adopted a horizontally striped orange, white and blue flag during their revolution against Spain (1568-1648). The orange stripe was later changed to red — this flag is still the national colors of the Netherlands. In the Austrian-Netherlands revolution of 1787-89 in Belgium, a tricolor flag was adopted. Vertically striped black, yellow and red, it is today the national flag of Belgium.

Tricolors as symbols of revolution reached their high point during the French Revolution (in 1790) when the citizens officially adopted a vertically striped red, white and blue flag. National flags at that time generally symbolized state authority, possession and supremacy. Now, with the awakening of a new spirit of nationalism, fostered in part by the American Revolution, they became political movement symbols rather than symbols of a state itself. The colors of the French flag were reversed to blue, white and red in 1794 — still the national flag of France.

In the 19th and 20th centuries the meaning of tricolors changed from revolutionism to republicanism as countries replaced monarchies with elected governments and adopted tricolor flags to signify the action. Many countries still use tricolors, but they did not all take them as a symbol of either revolutionism or republicanism. Some use them simply because they are legible and economical to manufacture and fairly easy to copy and others simply because they are popular.

Flag of the United States of America

The story of our flag is shrouded in so much myth and tradition that it is impossible to establish the true facts concerning its origin and adoption. History doesn't include much about colonial flags; no one knows who actually designed or made the first stars and stripes (could the Betsy Ross story be only a traditional tale? — see box), or even if it actually flew in battle during the Revolution.

The first national flag was brought to North America by John Cabot in 1497, and it was the British flag of that time: white with the red cross of St. George. The same flag flew at Jamestown, Va., in 1607, and at Plymouth, Mass., in 1620.

THE TRUTH ABOUT BETSY ROSS

Could the story of Betsy Ross be a traditional tale? Did she really make the first American flag? Betsy herself is real enough, and she did make flags, but whether or not she made our first flag cannot be historically authenticated.

The story was first told in public on 14 Mar 1870 by William J. Canby, Betsy's grandson, when he read a paper before the Pennsylvania Historical Society. It was dictated to him in 1857 by his aunt, Betsy's daughter, who said her mother told the story many times.

In June 1776, the paper said, General Washington, Robert Morris and George Ross, representing a committee of the Congress came to her Arch Street upholstery shop in Philadelphia. They showed her a design of a flag and asked if she would make it. She did. It was taken to the state house and adopted by Congress as the flag of the United States. Betsy was asked to make many more of these flags.

The story has been accepted since Canby first told it, but, as already stated, there is no historical proof of its authenticity. No record of a committee being appointed to design a flag in June 1776 has ever been found, nor is there any record of a flag being adopted by Congress until June of 1777. The only record of any flags made by Betsy Ross is a voucher for 14 pounds dated 29 May 1777. They were made for the Pennsylvania Navy at Harrisburg, Pa.

So it appears that the story of Betsy Ross' making our first flag may be a pleasant legend perpetuated by a nation fond of making a national hero out of the little guy or gal.

Red, white and blue colors appeared for the first time in a New England area flag in 1737. It was blue, quartered by a red cross and had a globe in a white canton (that is, the square in the upper corner of the the flag) symbolizing the New World.

As political ties with England became more and more strained, many wanted to discard all ties with the mother country. Individual colonies designed their own flags with symbols and slogans expressing their views — the coiled rattlesnake was popular in the southern colonies and often appeared with the words "Don't Tread on Me." Beavers and anchors, symbols of the land and the seafarers, were used and the slogans "Liberty," "Hope," and "Appeal to Heaven" were all seen. The pine tree or Liberty Pine, again the symbol of the land, was incorporated in many flags of the New England colonies.

The first flag bearing stars was hoisted on the armed schooner *Lee* by Captain John Manley in 1775. It was white with a blue canton containing 13 five-pointed stars; in the center was a blue anchor and above it a blue scroll with the word "Hope" (the word is still carried today on Rhode Island's state flag).

Too many flags were cropping up. The Continental Congress appointed a committee in 1775 to choose a single design for one flag symbolic of the common cause of the colonies. The committee, headed by Benjamin Franklin, conferred with General Washington and other Revolutionary leaders. The prevailing political sentiment was against separation from England but, at the same time, they believed in colonial unity against oppression. These two ideas were signified in the design chosen: unity of the colonies by 13 horizontal stripes (seven red; six white); union with the mother country by a canton of the British Union Jack. This "Grand Union Flag" was hoisted for the first time on 1 Jan 1776 over Prospect Hill in Somerville, Mass. Washington wrote, then, "We hoisted the Union Flag in compliment to the united colonies."

After independence was won the Grand Union Flag continued to be used but many felt that the canton now made it inappropriate. On 14 Jun 1777 (our present flag day) Congress adopted a resolution offered by the Marine Committee of the Second Continental Congress at Philadelphia, "that the flag of the United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation." Who suggested the design, who made the first flag, or where it was first flown is not known. The resolution was not published until 2 Sep 1777 and, despite his repeated requests for the "Standard of the United States" for his army, General Washington did not receive one until 1783 — after the Revolution had ended.

The 1777 resolution didn't say how the stars were to be arranged, and several variations arose. The most popular was with the 13 stars in a circle or a 12-star circle with one in the center.

When Kentucky and Vermont were admitted to the Union they rightfully demanded to be represented in the flag. President Washington signed an act saying

The very familiar 48-star "Old Glory" was our national flag from 1912 to 1959, serving in both world wars and through the Korean Conflict.

that, after 1 May 1795, the number of stars *and* stripes would be increased to 15 to include them. As more states were admitted, it was seen that adding a new stripe for each would be impossible. On 4 Apr 1818 Congress passed a law requiring the addition of a new star for each new state on the 4th of July immediately following its admission, but fixing the stripes at the original 13. There is still no law designating the arrangement of stars, but when a state is admitted, the new design is announced by executive order and is accepted as standard.

As the Union grew, so did the number of stars. At the time of the Mexican War in 1846 there were 29; when the Civil War broke out there were 34 (including seceded states); by the Spanish-American War in 1898 the flag had 45 stars; the 46th was added in 1907 when Oklahoma came into the Union; and two more were added to make 48 when New Mexico and Arizona were admitted in 1912. Then the flag remained unchanged for 47 years, through World Wars I and II and the Korea conflict. In 1959 the 49th star was added for Alaska's admission to the Union; the 50th star was added for Hawaii in 1960. Although a star is added when a new state is admitted to the Union, the stars are not numbered and none of them represents any particular state.

Standard proportions for the U. S. flag were set in 1912 by executive order of President Taft. In 1942 a joint resolution adopted by Congress established a uniform code for its display.

Flags of the Confederacy

The flag of the Confederate States of America, the "Stars and Bars," was adopted on 4 Mar 1861, and was flown for the first time over the statehouse in Montgomery, Ala. It had red, white, red horizontal stripes of equal width and a blue canton with a circle of seven five-pointed stars, one for each state in the Confederacy.

At the first battle of Bull Run (in Manassas) later that year there was a great deal of confusion because troops had trouble distinguishing between the Confederate and Union flags. General P. G. T. Beauregard (of Fort Sumter fame) suggested the use of a battle flag, and the now familiar red Confederate flag with diagonally crossed bars and stars was adopted — although never officially. It was used by southern armies throughout the war.

Frequent demands were made to change the Confederate national flag when its design was considered unsatisfactory. In May 1863, the Confederate Congress adopted a white flag with a canton resembling the battle flag. Objections immediately arose. It resembled the British ensign; it might be mistaken for a white flag of truce. On 4 Mar 1865 a broad vertical red stripe was added to the end of the white section of the flag and that then became the national flag of the Confederacy until its end. — **JO1 Tom Jansing**

Top: Today's 50-star U. S. flag. Below: Confederate flag — 1863.

FLAGS AT SEA

The Navy's First Communications Link

Flags have gone to sea for as long as man can remember. They flew from ships of the ancient Chinese, Egyptians, Greeks, Romans and others. The Crusaders sometimes painted their cross on the sides of their ships or on the sails; later the crosses were used on flags flown from the mast tops to identify their ship or fleet. Standards and streamers were also flown from Crusaders' ships to show that a king, prince or warlord was on board. This insignia (or ensign) was flown near his battle station near the helmsman at the stern, and this then became the traditional place to fly any ensign.

By the 15th century these personal flags were being replaced on the stern of warships by the new national flags of the emerging European nations. The nobleman's personal flag was moved to the masthead. The flying of personal flags today is based on these old customs.

National flags were flown from a flagstaff at the stern of the ship until the end of the 18th century. When sail plans changed and the lateen (triangular) sail was replaced by a gaff-rigged spanker, the flagstaff had to go because it got in the way of the spanker boom as it swung across the stern of the ship coming about. The ensign was moved to the end of the spanker gaff to eliminate this problem. Today, although ships no longer have sails, the ensign is flown from a short replica of the spanker gaff at the aftermast when underway. When not underway, Navy ships fly the ensign from the flagstaff at the stern between 0800 and sunset.

Tradition and respect for the national flag require that no other flag fly *above* it (except for the Church

Pennant and the United Nations flag in certain cases). But ashore and on ships other flags are often seen flying higher than the ensign. This is correct; the word "above" does not refer to *height*, but to relative position of honor. The gaff and the flagstaff are the highest points of honor from which a flag can be flown.

Many countries have two or three separate national flags; the national flag used ashore, an ensign for merchant vessels and one for naval ships. Sometimes the difference is slight, the addition of an emblem or other device; sometimes it is drastic, a whole new flag. For example: The United States flag is the same in all three cases. The Soviet Union has two flags — the national flag and merchant ensign is red with a yellow hammer, sickle and small star in the upper left; the naval ensign is white with a narrow blue stripe along the bottom and has a large hammer and sickle and star side by side on the white field. Italy has three flags — the national flag which is vertically striped green, white and red; the merchant ensign has a shield in the center of the white stripe; the naval ensign has the shield with a gold crown above it in the white stripe.

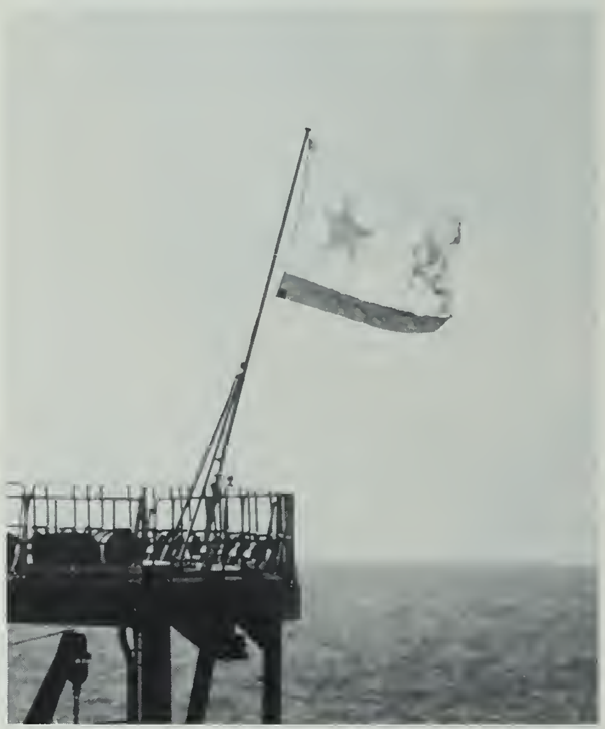
Personal Flags

The custom in medieval times of flying a personal flag from ships for kings and high officials has its counterpart in all navies today. Personal flags are flown for royalty, civil officials and naval officers of flag rank.

In the U. S. Navy, personal flags of line officers are blue with from one to five white stars, depending on the rank. Staff officers of flag rank have the same flag but with the colors reversed, white field; blue stars. These flags are flown day and night from the aftermast of the flagship and take the place of the ship's commission pennant. Ashore, they fly at some conspicuous place within the command. If a flag officer is absent from his command for longer than 72 hours, his personal flag is taken down and replaced by the commission pennant until his return. If he makes an official visit to another ship, his personal flag is taken down on the flagship and flown on the visited ship until his departure.

Officers below flag rank who are in command of a carrier, cruiser, or battleship division forces, flotillas,

Below: The ensign of the Soviet Union flying from the stern of one of her warships. Bottom: The personal flag of a Navy rear admiral.



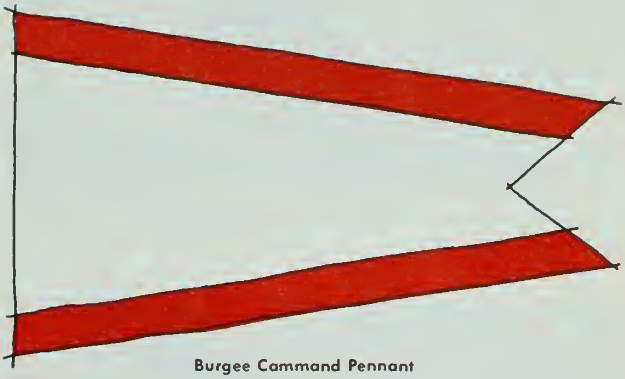
groups or squadrons of any other type ship; or an aircraft squadron or carrier wing or carrier air group fly a *broad command pennant*. It is a white, swallow-tailed pennant with a narrow blue stripe along the top and bottom edges. Those in command of a division of ships other than the types above, or of a major division of an aircraft wing, fly the *burgee command pennant*. It is similar to the broad command but with red stripes rather than blue. They both have the number of the division, squadron, etc., on them and take the place of the commission pennant.

The commission pennant, though not strictly a personal flag, is sometimes regarded as the personal symbol of the ship's commanding officer. It is the distinctive mark of a U. S. Navy ship in commission that has no flag or other unit commander embarked and is flown at the after truck (at the top of the aftermast).

The Chief of Naval Operations has a special personal flag. It is divided diagonally into half blue and half white. In the center is a spread eagle clutching an anchor in its talons. Two white stars and two blue stars surround the eagle. The Vice Chief of Naval Operations' personal flag is similar except that it is divided diagonally into opposing quadrants — two blue; two white.

Several high-ranking civil officials of the United States have personal flags, but only a few are authorized to fly them from a Navy ship: The President and Vice President; Secretary of State when acting as a special foreign representative of the president; the Secretary, Deputy Secretary and Assistant Secretaries of Defense and the Navy. The President's and each of the Secretaries' flags, except the Secretary of the Navy's, carry an eagle surrounded by stars in one form or another, and all are on a blue field except the Vice President's, which is white. The Secretary of the Navy's flag is blue with a white fouled anchor in the center and four white stars — one near each corner of the flag. The Under Secretary and Assistant Secretary of the Navy have the same flag except that they are red with white anchor and stars, and white with blue anchor and stars, respectively.

When one of these civilian officials is making an official visit to a Navy ship, his personal flag is flown from the main truck during the time he is on board. If two or more of these officials are on board only the senior flies his flag. If the personal flag of a naval officer is flying from the ship it is moved to the after truck or, on one-mast ships, to the starboard yardarm.



Burgee Command Pennant

When a flag officer, or a chief of staff acting for him, or a civilian official is embarked in a Navy gig or barge on an official occasion, his personal flag or pennant is flown from the bow. If he is not a flag officer, a commission pennant is used. On unofficial occasions a flag officer may fly a miniature of his personal flag or command pennant near the coxswain's station. A consul, or his representative, is entitled to fly the consular flag (blue with a white "C" surrounded by 13 white stars) from the bow of a Navy boat. The Union Jack is flown from a boat's bow when it is carrying a diplomatic representative of or above the rank of chargé d'affaires and by a commissioned governor or governor general in the area of his jurisdiction.

Signal Flags

No one knows for certain when flags began to be used for signaling. Again, it is believed that the ancient Chinese and Indians signaled with flags, and it is known that the Greek and Roman navies began battles by hoisting streamers of various colors. In any event, it was natural that ships with miles of unobstructed view, and unable to send messengers between themselves, should use flags to communicate.

Modern-day flag signaling dates from 1340 when the British Navy officially listed two flaghoist signals: "All captains come to the flagship," and "the enemy has been sighted." By the year 1530 the French Navy also used a signal code which had five signals.

The first nautical signal book was published by the British in 1673. The system used flags of different

Seldom seen on a Navy ship is the Presidential flag. It flew, however, for four days in 1959 aboard USS Des Moines when President Eisenhower visited the Sixth Fleet during a European tour.

Sailors hoisting the H "Hotel" signal flag (above) and the 0 "Zero" signal flag (below).

colors hoisted at different places on the ship. In 1738 the French published a signal book with code using 10 numeral flags. It was updated in 1780 by adding two repeater flags (used to repeat a flag already flying) which made it possible to make all combinations between 000 and 999. The book was divided into numeral and alphabetical sections for encoding and decoding.

The first U. S. Navy flag code was adopted in 1797; it used numeral pennants and had 270 signals. Five years later the system was modified for use by the Continental Navy and flag signaling has been in continuous use by the U. S. Navy ever since.

In 1817 the British published a code of signals for merchant ships different from the one used by the Royal Navy. Until that time merchant signals codes were published by private individuals and groups. In 1855 a committee set up by the British Board of Trade devised a signal code officially designated the "International Code of Signals." It had 70,000 signals and used 18 flags, representing the consonants of the alphabet less X, Y and Z. It was quickly adopted by other countries and today more than a dozen of these flags are being used in their original design.

In 1897 a new edition of the International Code was published and a "Code," or Answering Pennant (vertical red and white striped), and the missing alphabet flags were added. It was now possible to spell out words, if necessary, but numbers still had to be sent as code groups. In spite of this drawback the code worked satisfactorily for routine communications where speed was not important. During World War I, however, it failed more often than it succeeded.

An international radiotelegraph conference held in Washington, D.C., in 1927 published a new code of signals. To the alphabet and "code" flags were added 10 numeral pennants and three repeaters. The code was contained in two volumes, one for visual and sound signaling, one for radio, and was made truly international by being published in seven languages. For the first time language differences were not a hindrance in communicating at sea.

An international committee met again between 1961 and 1964 and drew up a new code of signals to simplify and combine the two volumes of the code. It became effective on 1 Apr 1969 and is in use today. The new code is in one volume (H.O. 102) and is published in nine languages.

This International Code of Signals can be used by any means of communication — flaghoist, flashing light, semaphore, radio and sound. It is based on the principle that each signal will have a complete meaning in order to overcome vocabulary problems encountered in nine different languages.

The code book is divided into three sections: (1) single-letter signals used for urgent, important or very common messages. The "Golf" flag, for example, means a ship wants a pilot; "Hotel" means she has a pilot on board; "Oscar means man overboard; and "Bravo" means she is handling explosives. (2) Two-letter signals are used for general messages. Some examples are: "CJ" "Do you require assistance?" "QX"is a request for permission to anchor. These are supplemented by numeral pennants used to expand the meaning of the basic two-letter signal group. (3) Three-letter signals (all beginning with the letter "M") for medical messages. With these signal groups and keyed pictures of the human figure which are included in the signal book, a doctor can diagnose and treat a patient on board a ship miles away using a language he does not understand.

Naval and merchant ships still use separate signal codes as they did when the 1817 British code of signals was published. When signaling to a merchant ship, Navy ships use the International Code and precede the signals in flaghoist with the "Code" pennant — a vertically striped red and white pennant. For communicating with allied navies a special naval code of signals is used which has, in addition to the international flags, 10 numerals pennants, one additional repeater (or substitute) and 17 special flags or pennants — 68 flags in all.

The additional flags and pennants in the Navy flagbag are needed for signals peculiar to naval operations — formations, tactical maneuvers, administrative orders, reports on the enemy and emergencies. Each morning in port, for example, the senior officer present will signal by flaghoist at 0745 the size ensign to be flown by all ships that day. Morning and evening colors ceremonies are controlled by flaghoist signals: the "Prep" pennant hoisted close up means five minutes to colors; Prep hauled one-quarter of the way down (at the dip) means commence ceremony; and Prep hauled down means carry on.

A tactical signal would work like this: The Officer in Tactical Command (OTC) of the formation wants to turn all the ships together 45 degrees to starboard. The appropriate flag signal is hoisted on the OTC's ship. All other ships put the same flags at the dip as soon as they see the OTC's hoist and relay the signal verbally to the bridge. When the OOD has decoded the signal and is ready to carry out the maneuver the hoist is closed up. When all ships in the formation have the hoist closed up, the OTC hauls down the signal — that is the signal to execute the ordered turn.

With electronic communications, signal flags (and other methods of visual communications) are no longer the only means of ship-to-ship communications. But, no matter how outdated they may seem compared to radio, signal flags remain as important today as they did in the British Navy of 1340. It is still a rapid, secure way to pass information and to maneuver ships. In time of war, and in daylight, when radio, voice and flashing light transmissions are either overloaded or blacked out, it remains the *only* form of communications between ships at sea.

FLAGS FOR SPECIAL OCCASIONS

Besides national, personal and signal flags there are many others used to signal special meanings — too many to mention here. A few of the important or interesting ones are discussed.

The Union Jack is the same as canton of the U. S. national flag; that is, it consists of a blue field with white stars representing the 50 states. It is flown from

The Union Jack flying from the bows of two Navy ships in port.

The only flag authorized to fly above the national ensign is the church pennant, a blue Latin cross on a white field.

the bow of a U. S. Navy ship between 0800 and sunset when not underway. Flying the jack was apparently taken from the British Navy which has flown its jack (a smaller version of the British colors) since the early 17th century. How the custom began is not known. The jack is also flown from the yardarm of a Navy ship not underway when a general court-martial or court of inquiry is in session on board.

The Flag of the United States Navy was created by order of President Eisenhower on 24 Apr 1959. (Incredibly, until that time, the Navy had no official flag of its own.) It is a dark blue flag with yellow fringe. In the center is the Navy seal under which is a yellow scroll with the words "United States Navy" in dark blue letters. Battle streamers (three- to four-foot-long, narrow, swallowtailed ribbons) representing Navy participation in both war and non-war actions involving combat may be attached to the staff above the official Navy flag.

The Navy flag accompanies, and takes the place of honor to the left of the U. S. flag at official Navy ceremonies, parades and public gatherings in which the Navy participates and other authorized occasions.

Before the Navy flag was officially adopted, the old *U. S. Navy Infantry Battalion Flag* was used to represent the Navy. It is a Navy blue flag with a white diamond in the center. Within the diamond is a blue fouled anchor. This flag is now used as an organization color for ships' landing party battalions, and for battalion organizations of naval shore activities in operations, ceremonies and parades. The name of the organization and its location are shown above and below the anchor in white letters.

The *U. S. Navy Guidon* is a company/Naval Reserve division identification flag. It is similar in design to the infantry battalion flag except that it is smaller and has a swallowtail. The name of the organization to which the company or division belongs is shown in white above the diamond; the name of the company itself is below.

Units winning a Presidential Unit Citation, Navy Unit Citation or Meritorious Unit Commendation are authorized to fly a special pennant for the award won. They are similar to a burgee pennant but each has a different combination of horizontal stripes of blue, scarlet, yellow and green. If a unit is cited more than once, up to five bronze stars are added to the pennant.

When not underway, ships fly these award pennants at the foretruck from sunrise to sunset. If a ship has more than one award, the pennants will be flown on the same halyard, one below the other, in order of seniority.

The Battle Efficiency Pennant (commonly called the "meatball flag") is awarded for intratype competition. It is a small, triangular red pennant with a black ball in its center. It is flown from the foretruck from sunrise to sunset when not underway. If other award pennants are flown, the Battle Efficiency Pennant is flown below them. Ships awarded a gold "E" display a special Battle Efficiency Pennant in lieu of the regular one — it is blue with a gold ball.

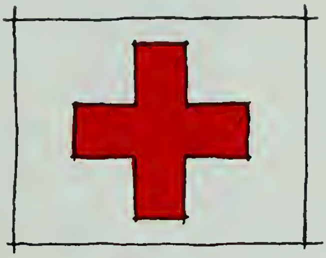
Of all the flags carried in Navy ships, only one is authorized to be flown above the national ensign, the *church pennant*. It is white with a blue "latin cross" lying on its side near the hoist.

Like many of our naval customs, use of the church pennant was probably inherited from the British Navy. The 1796 British signal book described the pennant and stated that it was to be flown from the mizzen peak "to denote that the ship's company are at prayers. . . ." The first known official directions for its use in U. S. Navy ships was the signal book of 1867, but there was no illustration of it. However, it probably existed long before that; it was flown in the U. S. brig *Somers* in 1842 during religious services following the infamous execution of three men charged with attempted mutiny.

There is record of requisition made by a commanding officer for a church pennant in 1844. A similar pennant appeared in an 1858 signal book, but there were no instructions for its use. All subsequent illustrations of the pennant up to 1883 show it with a Greek cross.

The General Signal Book of 1908 shows it bearing the present Latin cross and stated that "The church pennant is to be hoisted over the ensign during the performance of Divine Service on board vessels of the Navy." The regulations for its use now stipulate that the Divine Service must be performed by a chaplain and that it is to be used only when not underway.

In 1864 representatives of 12 nations met in Switzerland and signed the Geneva Convention Treaty. This created the *Red Cross Flag* as an international symbol for use by all armed forces medical facilities and personnel to show that they are protected under the rules of the Geneva Convention and is generally regarded as a guarantee of amnesty from attack, at least on paper. It's a red cross on a white background, the reverse of the Swiss national flag.



Red Cross Flag

In the U. S. Navy, it is the distinctive mark of a Navy hospital ship in commission. It is flown from the after truck and replaces the commission pennant. Navy boats engaged in sanitary service and landing party hospital boats fly it from the bow. Ashore, it is flown in the vicinity of dispensaries or infirmaries, always in company with the national ensign but never from the same halyard.

Some Mid-East nations regard the cross as a symbol contrary to their religious beliefs. Instead, they use a design such as a red crescent or lion and sun on a white field.

U.S. Navy ships returning to the States from overseas sometimes fly a huge pennant resembling the commission pennant. This is a *homeward bound pennant*. A ship which has been on continuous duty outside the U. S. for nine months or more may fly it when getting underway for home. It may be flown until sunset of the day of arrival in the States.

The blue portion of the pennant has one white star for the first nine months the ship has served overseas, and one additional star for each additional six months. The overall length is one foot for each man on the ship who has been on duty outside the U. S. for more than nine months, but its length cannot exceed the length of the ship. Upon arrival in the States the blue portion with the stars is presented to the commanding officer; the remainder of the pennant is divided equally among the officers and crew of the ship's company.

Warning — Distress Flags

One of the important jobs of flags at sea is to signal warnings or distress. The International Code contains many one- and two-flag signals for this purpose, for example: "Delta" means keep clear; "Juliett" on fire, keep clear; "Uniform" standing into danger; "AE", I must abandon my vessel; "NF", you are running into danger.

The code book used by the Navy contains additional warning signals for warfare, warnings of enemy actions, for example. In fact, the naval flagbag has a special pennant called "Emergency". It is red-and-white-checked.

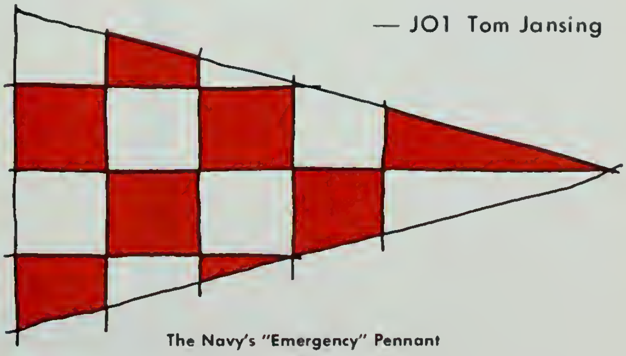
Some other distress signals you may see are set forth in the Rules of the Road or Pilot Rules. The international flag "NC" is a call of distress; a square flag with a ball above or below it is another. A special flag developed in Canada based on the flag/ball combination is also a recognized distress signal. It is a large, fluorescent orange-red flag with a black ball and black square side by side on it. A simple orange-red flag of any size waved from side to side is also a call for help.

Most seamen would recognize an inverted U. S. ensign as a signal of distress. There is no official international sanction for this signal because the ensigns of many nations have no "top" and would look the same no matter which side was up, Italy and France, for example. However, the signal is mentioned or pictured in many books, including the Director of Naval Communications publication "Flags, Pennants and Customs" (DNC 27B) which states: "The flag should never be displayed with the union down save as a signal of dire distress."

Storm warnings are signaled along the coast of the U. S. with flags. Put into use by the U. S. Weather Bureau on 1 Jan 1958, the Coastal Warnings Displays, commonly called small craft warnings, use two flags flown in four combinations. They are: One red pennant: warning for small craft, winds up to 33 knots; two red pennants: gale, winds of 34 to 47 knots; one red flag with a black square in the center, storm, winds 48 knots and above; two red/black flags: HURRICANE, WINDS OVER 64 KNOTS. A combination of red and white lanterns signals these meanings at night. Storm warnings are flown at all Coast Guard Stations and usually around boat harbors.

For 3000 years, or more, flags have flown over nations, kings, on battlefields and aboard ships. How far into the future they will continue to be used no one knows. But, it is interesting that when man has become sophisticated enough to go to the moon he should take with him a bit of colored cloth fastened to a stick.

— JO1 Tom Jansing



The Navy's "Emergency" Pennant

letters

Enlistment Oath

SIR: I'm trying to locate information on "The Enlistment Oath" as part of our division leadership program. After considerable research on the subject, I've come up with virtually nothing in regard to the who, what, when, where, why and how. Certainly the oath has a history. Where do I find it? — C. E. M., TD1, USN.

• *Right here, thanks to the research of the Legal Support Office staff.*

The enlistment oath was first prescribed in the old Articles of War for Enlisted Men of the Army. We don't know the date it was first prescribed, except that it was some time before 1798. (Laws were enacted in 1798 requiring enlisted men of the Marine Corps to take the same oath already prescribed for the Army.)

It wasn't until more than 100 years later that the Navy got the oath – an Act of 3 Mar 1899 provided that Navy enlisted men take the same oath, required of the Army and Marine Corps.

The old oath read as follows: "I, ---, do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America; that I will serve them honestly and faithfully against all their enemies whomsoever; and that I will obey the orders of the President of the United States, and the orders of the officers appointed over me, according to the rules and articles of war."

In May 1950, the legislation which enacted the Uniform Code of Military Justice also prescribed an oath for enlisted members of all the armed forces. This oath, later codified in Title 10, U. S. Code 501, was the same as the oath quoted above, except for substituting "regulations and UCMJ" for "rules and articles of war."

Between 1955 and 1961 a number of bills were introduced to change the oath. The proposed change would require that all persons enlisting in the armed forces "take an oath to support and defend the Constitution." Such a bill, introduced in 1961, was enacted as Public Law 87-751, approved 5 Oct 1962. The law, however, authorized a transitional period of one year before the new oath became mandatory (allowing for time to print new forms).

The new oath reads: "I do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice – So help me God."

As indicated in the foregoing, the enlistment oath is prescribed by law. Only Congress can make changes in the oath. The language of the oath adds to the dignity of an inspiring occasion. – ED.

Relocating Overseas

SIR: I retired after 23 years of service. Due to the fast rise in the cost of living in the USA I have been thinking of moving to France.

If I decided to do so, would my pension be paid to me over there? — CSCS H. J. D.

• *Retired personnel who desire to reside outside the United States must report their departure, expected duration of residence, countries to be visited, and forwarding address to the Commanding Officer, Naval Reserve Manpower Center, Bainbridge, Md. 21005. Permission to leave the United States is not required. Changes of permanent mailing address should also be reported to the Navy Finance Center, Retired Pay Department, Cleveland, Ohio 44199, if you are retired with pay. Retired personnel who plan to reside in any country not within the jurisdiction of a naval district shall, upon arrival in that country, report to the nearest U. S. attache office.*

A member who is residing in a foreign country may request the Navy Finance Center to mail his check to the address he furnishes by signed letter or card. Checks are not mailed until the Navy Finance Center receives the properly signed and dated Certification of Entitlement. – ED.

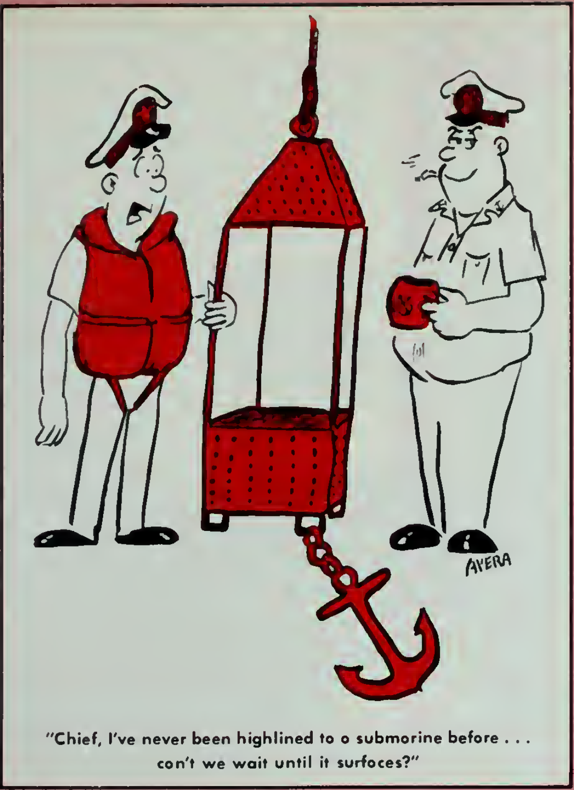
Missing Letter

SIR: Re Taffrail Talk, December 1973 issue, page 64: Sorry fellows, you let an "e" slip into "bexcausx" in the second paragraph, fourth line. — Carolx Moorx, X1 Cxntro, Calif.

• *We can now say it's unofficially official: You are the recipient of the Little "e" Award for keen observation, and a bona fide member of the* ALL HANDS *typographical experts club. Actually, we wanted to see how many of our readers read every word of* ALL HANDS. *So far you are Number Two on the list of "e" catchers.* - ED.

PASS THIS ISSUE ON TO 4 OTHER READERS
BOING!
PEANUTS

YNC Gerald M. Avera



"Chief, I've never been highlined to a submarine before . . . can't we wait until it surfaces?"

CTA1 Donald L. Williams

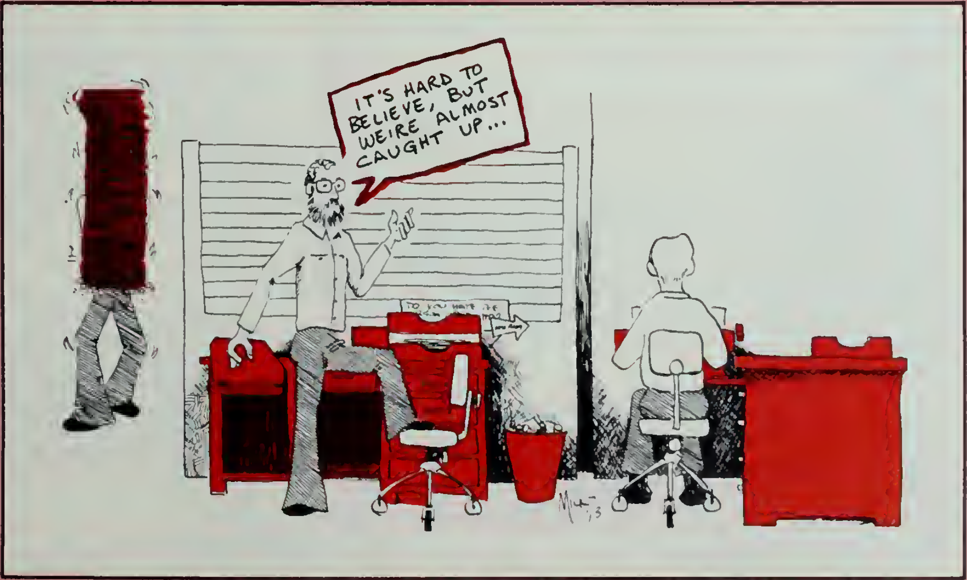
"The CO wants us to write some caustic remarks for him to say at the next personnel inspection."

on the serious side

RMSA Bradley D. Pyott

"I joined the Navy to see the world and it's like this drink . . . mostly WATER!"

CTA2 Michael F. Walsh


IT'S HARD TO BELIEVE, BUT WE'RE ALMOST CAUGHT UP...

TAFFRAIL TALK

America's current energy crisis is having its effect in all sorts of ways. It has produced a variety of new experiences among naval personnel, including some heroics. Take the case of Radioman 2nd Class David Biggers, stationed at NAS Los Alamitos, Calif.

Called to duty early one Sunday morning, Biggers hopped on his bicycle (he was saving gas) and pedaled to the base. Along the way, he passed a service station and noticed two men — one inside the garage and the other outside. "I thought nothing of it at first, but after I had pedaled on a little way, I remembered it was Sunday morning — 5 a.m. — and the gas station wasn't supposed to be open," he said. Biggers then stopped at a pay phone and called the local police, who asked him to wait until a patrol car could get there.

A few minutes later, the two men emerged from the gas station. They looked like rough characters, and one was carrying a monkey wrench and a crowbar, Biggers said, so he limited himself to getting the license number of the car. At that, the men jumped out of the car and hassled him. Just in the nick of time the police arrived, and the men were arrested for burglary.

For his action, Biggers received a letter of appreciation and a check from the parent gas station company, a message of thanks from the sheriff's office and some notable insertions in his service record.

* * *

This vignette on the energy crisis is a belated report on the Christmas holidays at the Naval Academy. Three of the USNA's budding engineers, in the holiday spirit, came up with the idea of a windmill to provide homemade electricity to light the 30-foot Christmas tree in Bancroft Hall, the academy's 4200-man dormitory.

Three second classmen — Brian D. Shaw, Larry L. Weckbaugh, and Steven A. Harmon — constructed the small windmill on top of the hall, then wired it to a generator, which charged a dry-cell battery. The battery in turn provided power for the seven strings of lights on the tree. The rest of the tree was decorated with articles the midshipmen gleaned from all over campus. Excess metal and wood from various shops were pressed into service as tree ornaments, making for a variety of irregular but attractive decorations.

With the tree, there had to be gifts, so the midshipmen bought a lot of them, put them under it, and then distributed them to children through various local charitable organizations. That made it a good Christmas for everybody.

* * *

ALL HANDS, in the November issue, published a story about Chief Yeoman Adelbert (Del) Cruz, Jr., and ever since then our faces have been red.

First, we inadvertently left out the credits for the story and pictures. They should go to Chief Journalist Dale L. Kite, a guy who works a great many extra hours taking pictures and writing stories, a lot of which he sends to ALL HANDS. Then we failed to bring the story up to date. Chief Cruz, we are happy to say, has received a promotion to warrant officer.

The All Hands Staff

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AT RIGHT: AMERICAN SPIRIT HONOR MEDAL winner Belinda A. Hernandez is congratulated by her parents Mr. and Mrs. Jesse P. Hernandez of Houston, Tex., during graduation ceremonies at Navy Recruit Training Center, Orlando, Fla. YNSN Hernandez is now attached to Training Squadron 28, NAS, Corpus Christi.

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People-to-People Communication
...it's a Navy Tradition

ALL HANDS

APRIL 1974

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ALL HANDS photo contest winners

First Prize Color — Front Cover
"Golden Silence"
By AW2 William N. Tindell
Helicopter Antisubmarine Squadron 15

First Prize B/W — Inside Front Cover
"Bos'n"
By PHC Charles L. Bassi
Atlantic Fleet CCG Caribbean

Second Prize Color — Back Cover
"Mediterranean Sunset"
By GMM2 Glenn E. Stewart
USS Conyngham (DDG-17)

Second Prize B/W — Page 32
"Guadalcanal In Venice"
By PH2 Rick Boyle
USS Guadalcanal (LPH 7)

Third Prize Color — (In Future Issue)
"Patterns in the Sky"
By PT2 R. K. Killien
NARU Whidbey Island, Wash.

Third Prize B/W — Inside Back Cover
"The Welder"
By PH2 Harry E. Deffenbaugh, Jr.
Commander Sixth Fleet/Staff

Honorable Mentions Color

PT1 K.E. Blain
YN3 Anthony P. Caruso
RM3 Neil Hendrickson
OMSN Leon O. Ramirez
SA Haywood Tate
(To be published in forthcoming issues)

Honorable Mentions B/W
PH3 R.G. Edmonson
PC2 Herbert C. Gordon, II
IC1 (SS) Allen F. Hanson
PT1 K. E. Blain
PH 2 Rick Boyle
PH2 Harry E. Deffenbaugh, Jr.

(See Pages 32-38)

ALL HANDS
THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

APRIL 1974 Nav-Pers-O NUMBER 687

VICE ADMIRAL DAVID H. BAGLEY, USN
The Chief of Naval Personnel

REAR ADMIRAL WILLIAM R. FLANAGAN, USN
The Deputy Chief of Naval Personnel

CAPTAIN RUSSELL F. HARNEY, USN
Spec. Asst. Liaison & Public Affairs

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Associate Editors
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Ann Hanabury, Research
Michael Tuffli, Art
E. L. Fast, Layout
Gerald Wolff, Reserve

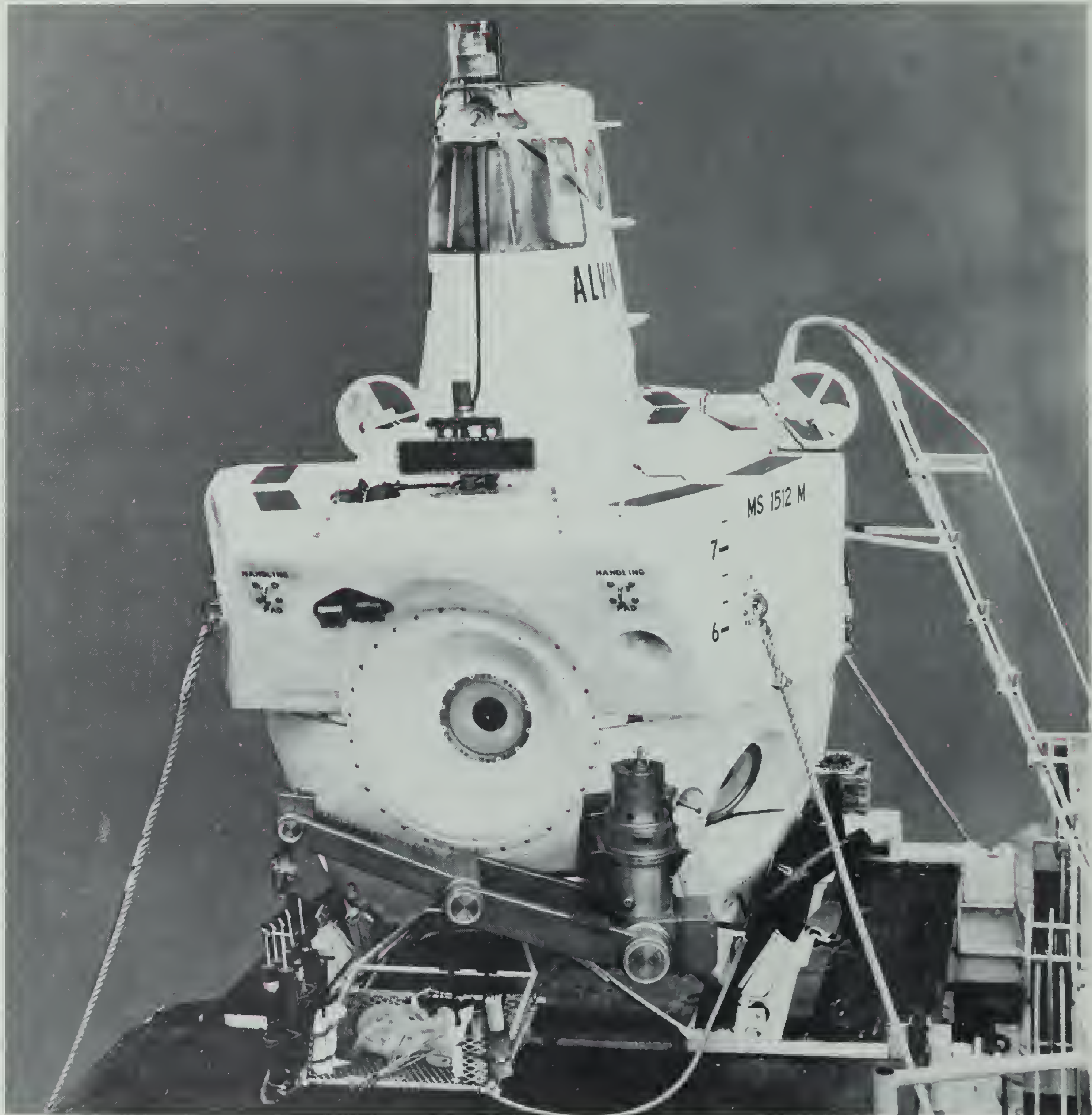
FRONT COVER: An atmosphere of "Golden Silence" prevails as "the sun plays ringbearer in a wedding of wings and waves," according to AW2 William N. Tindell of HS-15, who submitted this First Prize (Color) entry in the ALL HANDS photo contest.

BACK COVER: The awesome beauty of a "Mediterranean Sunset" as it silhouettes a Navy ship was captured by GMM2 Glen E. Stewart of USS Conyngham (DDG17). The photo was awarded Second Prize (Color) in the ALL HANDS photo contest.

AT LEFT: The tenseness of the moment, as personified by the "Bos'n" struggling with a refueling hose during UNITAS XIV Exercises, is caught by PHC Charles L. Bassi on board USS R.K. Turner (DLG 20). The photo (of BM1 Johnson) took First Prize (B/W) in the ALL HANDS photo contest.

Layout assistance by JO2 Dale K. Wagner and DM2 Kenneth Cassady.

OCEAN TECHNOLOGY



Above: The deep-water submersible Alvin.

Oceanography and the development of underwater technology to meet mankind's needs are subjects that could fill volumes. To the Navyman they are subjects of ever-increasing significance. To keep up with the latest developments, ALL HANDS *in past issues has presented reports covering various aspects of these subjects and will continue to do so in the future. The following article is intended to provide the reader with a broad overview and the range of activity going on in these fields, as well as the important role which the Navy plays in their development.*

There are occasional hints concerning the fascinating world which lies beneath the sea when newspaper reports tell of both Navy and civilian oceanographic studies.

The Navy, of course, is primarily interested in studying the sea from a military viewpoint. Its oceanographic program endeavors, among other things, to develop technology to permit naval operations anywhere in the world's oceans at any depth, at any time. It also supports development of technology for underwater search and salvage operations and for underwater construction.

Oceanography, however, is a science which cannot be neatly compartmentalized into military and civilian boxes. It is easy to see how the Navy's rescue, salvage and construction techniques could also be applied to the civilian sector. On the other hand, civilian (as well as Navy) studies of the ocean's salinity, temperature and density can have a direct bearing on such factors as ship design, construction, performance and safety.

For years, submarine rescue has occupied a considerable portion of the Navy's undersea research efforts. The Navy has built two deep submergence rescue vehicles (DSRV), the second of which was accepted in July 1972. Operational testing is currently underway at San Diego, Calif.

The DSRV is a small submersible which has a streamlined outer hull made of fiber glass-reinforced plastic. There is a three-sphere inner hull containing the vehicle's sensor control and life support systems.

The inner hull protects the vehicle's three operators, the submarine survivors and some of its equipment from the intense pressure and low temperatures found at the 5000-foot depths to which the vehicle can descend.

The forward sphere of the inner hull houses two operators and an elaborate integrated control and display (ICAD) system. ICAD ties together data from sonars, closed-circuit television and various controls to permit the operators to guide the DSRV rapidly and effectively in all its complex maneuvers. The two other spheres can hold up to a total of 24 survivors and additional operators.

When the DSRV is at work, it settles down over the hatch of a disabled submarine and water is pumped from a dome-like apparatus which fits over the disabled sub's hatch. Survivors can then pass through the hatch into the DSRV without being exposed to the open sea.

The two DSRVs,* when testing is completed in mid-1974, will be delivered to the Fleet. At least one will be maintained in an alert status and can be moved on a large flatbed trailer immediately to a nearby airfield. When the occasion demands, both the DSRV and its support equipment are loaded into three or four jet transports and flown to a port near the disabled submarine. Simultaneously, a nuclear-powered submarine that has been modified to carry the DSRV or one of the two specially built catamaran-hulled submarine rescue ships is directed to the same port. At the port, the DSRV and certain support equipment are loaded on the "mother submarine" or the ASR.

When the stricken submarine is approached, the DSRV detaches itself from its carrier, descends to the disabled submarine, making as many trips as are necessary to carry away all the survivors.

The rescue capabilities of the Navy's DSRV are limited to combat submarines having properly configured hatches. Rescues of the small submersibles which were in the news during the summer of 1973 involved considerable Navy ships and equipment other than the DSRV. (See story on the rescue of the research submersible on page 6.)

The world of small submersibles like those figuring in last summer's news has expanded greatly during the past few years. The bathyscaphe *Trieste* was among the first such newsmakers. The world had its first insight concerning the capabilities of underwater research craft when then Lieutenant Don Walsh and Jacques Piccard descended in the bathyscaphe to the bottom of the challenger Deep Trench — the deepest known part of the ocean.

The new version of the bathyscaphe, known as *Trieste II*, figured prominently in the 1964 investigation of the submarine *Thresher's* wreckage. *Trieste's* lights enabled her operator to see in the great depths of the ocean and to take photographs of what was observed. *Trieste I*, during the 1963 search for *Thresher*, recovered a piece of piping which was later identified as coming from *Thresher*. The pipe is now on display at the Naval Museum at the Washington Navy Yard.

There are other and more maneuverable underwater workers. An early example is the Navy's *Alvin*, designed specifically for oceanographic work. Her existence marked the fulfillment of both private and public effort to give marine scientists a means of safely descending into the ocean to view firsthand the objects they could previously study only from afar. Funds and inspiration for the vehicle's construction were provided by the Office of Naval Research, which continued to fund its operation by the Woods Hole Oceanographic Institution. The then Bureau of Ships assisted in preparing performance specifications for her design and construction.

On one occasion, *Alvin* retrieved her own lost mechanical arm from a depth of 4400 feet, but bad luck was headed toward the little submersible. *Alvin* was herself lost in 1968 while preparing for her 307th dive. The three men aboard were able to escape before she sank. Ten months later, in August 1968, *Alvin* was recovered from a depth of 5000 feet by the research ship USNS *Mizar* and the civilian DSV *Aluminaut*. *Mizar* had worked with *Alvin* on a project three years earlier. *Alvin's* steel pressure sphere has just been replaced with a sphere made of titanium doubling its depth capability to 12,000 feet.

The number of variations of *Alvin* is so great that small submersibles can no longer be classed as novelties in the oceanographic field. (In the world there are now about 90.) Many maritime nations use similar vessels both for research and underwater work. The information which their crews gather concerning the nature of conditions beneath the ocean's surface paves the way for underwater activity which borders on the fantasies of Jules Verne. Such fantasies, however, have a way of taking the shape of reality.

The advances made over the past few years in deep-water diving methods using techniques of saturation diving are a case in point.

During the 60s, the Navy pioneered living and working in the sea with saturation diving experiments designated as Sealab I and II. In both these projects, Navymen and civilians descended to an underwater habitat in which they lived and from which they emerged to perform useful tasks in the sea before returning to their underwater home.

In the second Sealab experiment, the number of participants, the time spent underwater and the depth at which the habitat was placed were all greater than during Sealab I.

The primary purposes of the Navy's underwater living experiments were to develop and test new diving tools and techniques, and other underwater equipment designed to increase a diver's mobility and effectiveness.

Both Sealab experiments were conducted by the Office of Naval Research. In Sealab II, conducted off San Diego, each of the three 10-man teams remained at a depth of 205 feet for 15 days in cold water, while one remained there for 30 days. In addition to living underwater and conducting a multitude of physiological experiments, underwater tasks in simulated salvage, oceanography and construction were performed. The three teams spent 300 manhours working outside the habitat.

As mentioned, the technique used in Sealab is known as saturation diving. During both experiments, the divers within the Sealab habitat lived under the same pressure which the sea exerted outside the habitat. Inasmuch as they lived constantly under this pressure, it was only necessary for them to go through the lengthy periods of compression and decompression once.

The undersea home occupied by the Sealab aquanauts has since been modified to include the same long term benefits without the technicalities of maintaining an underwater habitat. Divers working in high pressures can now enter a habitat in the ship which remains over their working site. When the desired pressure has been achieved in the habitat (now called a deck decompression chamber (DDC)), the divers descend to their working site in elevator-like conveyances called Personnel Transfer Capsules (PTCs), which are also pressurized. The DDC is maintained on the deck of the support ship. They return to their pressurized DDC in the same way and continue in this manner until their task beneath the ocean's surface is completed. At that point, the pressure within the DDC is slowly decreased until it coincides with normal air pressure and the divers are able to return to the outside world once more. Returning to atmospheric pressure requires about one day for each 100 feet of saturation depth.

There are, of course, limitations to the amount of time a diver can spend in underwater work and the equipment which he uses is expensive. Some jobs clearly called for other methods and the Navy found one alternative: employing sea mammals.

In 1969, for example, the Navy selected a number of sea lions from island rookeries off the California coast and flew them to the Naval Undersea Center Laboratory in Hawaii to be trained. Sea lions adapt quickly to a training environment. In fact, within two or three weeks, they will submit to being harnessed, which enables a trainer to lead the mammals on a leash as a person would a dog. By attaching a very long leash, the trainer can maintain physical control over the mammals during early training in the ocean.

With this knowledge, an uncomplicated recovery system was evolved which required neither divers nor submersibles. The system was known as "quick find" and consisted simply of three men in a rubber boat, a reel of nylon line, a pinger receiver, a grabber device and one sea lion.

The sea lion was trained, among other things, to recover a mock-up of an antisubmarine rocket (*ASROC*). In a matter of minutes, the animal located the target. First, it homed in on an acoustic pinger emanating from the target, then used its own eyesight. A grabber carried by the sealion grasped the mock-up which was then hauled to the surface.

Much the same procedure was followed using a whale which made a recovery dive to the depth of 1654 feet. The whale carried a "torpedo grabber" in its mouth. When the grabber was pressed against the target, it locked itself in place and activated an inflation system. The mouthpiece apparatus then separated from the lift device allowing the target to float to the surface and the whale to return to the handler's boat side.

Sea lions and whales notwithstanding, man and his machines are still the most effective underwater operators. As human technological capabilities increase, attention shifts to methods of exploiting the sea's wealth. Geologists estimate that 40 per cent of the non-communist world's oil supply lies beneath the continental shelves. Other experts have estimated that the world's oceans contain about 15 billion tons each of copper and manganese, seven trillion tons of boron, 20 billion tons of uranium, 500 million tons of silver and 10 million tons of gold.

To use a graphic illustration — if all the minerals of the sea were precipitated, the amount obtained would produce a volume equal to 20 per cent of the earth's rock volume above sea level.

Discounting offshore oil drilling, which has been in progress for many years, comparatively little has been done to exploit mineral wealth which is more or less readily available. For example, manganese nodules weighing up to 1700 pounds are known to exist on the ocean floor in concentrations of up to 10 pounds per square foot. Less available are the silica, aluminum, manganese, nickel, cobalt, copper and vanadium which lie in the red clay of the abyssal plains which are under very deep water. But minerals are not the only wealth of the sea. It is also a source of food.

As the world's population increases, man will increasingly be forced to use the sea's edible bounty. And why not? A tremendous amount of food is there for the taking. The sea can provide about 4000 tons of vegetable matter per year, per square mile. One square mile of good midwest wheat land, on the other hand, usually yields from 600 to 700 tons of wheat during the same period.

The sea now provides about 30 million tons of food each year. By far, most of this food is taken either in nets, traps or by lines. Comparatively little is deliberately cultivated.

Mankind is also looking toward the sea for sources of power and even fresh water. As a power source, the motion of the ocean's waves could possibly be harnessed to provide a never-ending source of energy. This would lessen our dependence on coal, oil and nuclear fission.

Ocean currents are another potential source of apparently limitless energy, if it can be tapped. The Cromwell Current, for example, flows from west to east along the equator at about 3.5 knots and is around 200 miles wide and 700 feet deep. Its rate of flow has been estimated at about 30 million tons of water per second. This, in terms of water moved, can be compared to more than 1300 Mississippi Rivers.

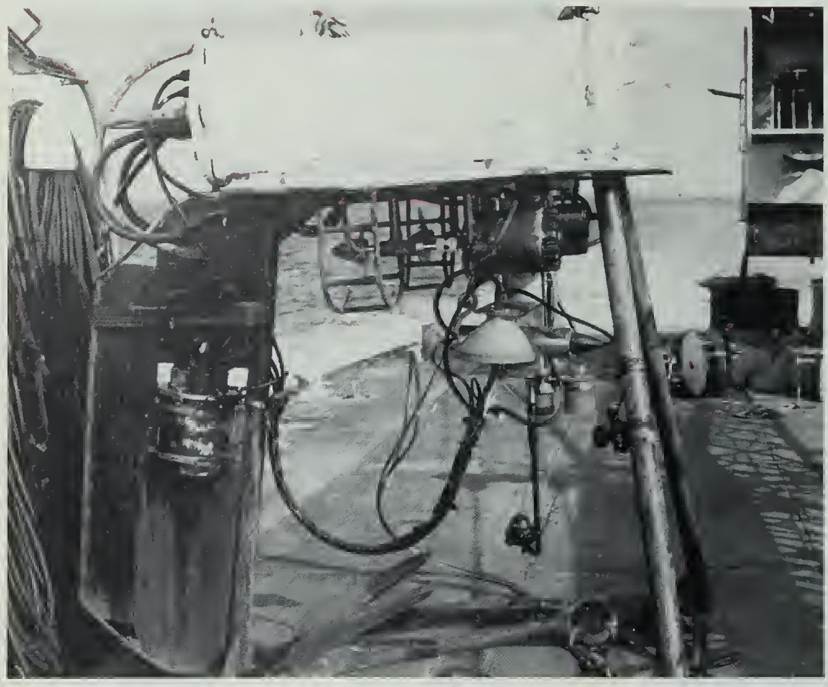
As for using the oceans as a source of fresh water, methods of desalinizing ocean water have already been used in various parts of the world. The Navy, for example, has plants which supply fresh water to its installations at Guantanamo Bay, Cuba, and McMurdo Sound in the Antarctic.

Today's technology has already done much to extend man's capability for working in the sea and using its resources. Tomorrow undoubtedly will see refinements of today's methods, bringing the conquest of man's last earthly frontier one step closer. It is a safe bet that the Navy will continue in the forefront of this effort.

—Robert Neil

A.B. WOOD

- Television to the Rescue



Left: NOL's recovery rig which weighs about 1000 lbs. The large cylinder on top contains batteries to run the electrically driven propellers.

Below, left: Guided by his TV monitor, this operator can help position the recovery system within a 50-foot diameter area.

Below: Guiding the TV into position over the target.

Below, right: In 1200 feet of water, the underwater TV shows its target.

Right: The desk force bolts stop clamps onto the supporting cable every 25 feet.

Oceanographic ships and equipment are sometimes called upon to do jobs which are outside their purview. One such ship is *A. B. Wood II*, an oceanographic vessel which has, for more than two years, been under exclusive contract to the Naval Ordnance Laboratory's Fort Lauderdale Branch.

Basic function of the NOL branch at Fort Lauderdale is to test experimental weapon systems under actual service conditions. *Wood* supports that function. Last June, however, the lab's special talents for planting and retrieving ordnance and pinpointing the locating of underwater objects were put to an unexpected use. Both NOL's expertise and its equipment were called upon to effect rescue of *Sea Link*, a minisubmarine trapped in wreckage off Key West, Fla., in June 1973.

An NOL-designed underwater television system figured prominently in the rescue. The lab had first tried it in 1958. The camera is mounted on a tripod framework of welded, lead-filled steel pipe, equipped with lights capable of illuminating a 50-foot diameter area, a compass to orient the crew topside and a vane to stabilize the entire apparatus. The camera itself, with light attached, can swivel 180 degrees both horizontally and vertically.

Wood's technical crew (civilian employees of the NOL Fort Lauderdale branch) operated smoothly as a team to use the underwater camera, locate the minisub and determine the best position for placement of the grappling equipment. The camera and its frame were raised, the grappling hook installed, and the equipment again lowered in position for the rescue operation.

Maneuvering the TV camera with some direction from the men in *Sea Link* enabled the crane operator aboard *Wood* to snag the little submersible and pull her free of the wreckage. Two hours after *Wood* started recovery operations, *Sea Link* was on the surface. *Wood* was credited with saving the lives of two of the crew (two others succumbed to the cold of the depths in which they were trapped). Survivors were taken aboard USS *Tringa* (ASR 16), the Navy ASR from which rescue operations were directed.

A. B. Wood II is back at her regular duties with the Naval Ordnance Laboratory.

BT's: A Close-Up of a Vital Navy Job

The Men Who the

Anyone around the Navy for the past couple years probably has noticed some rather significant changes, many of which no doubt have made life on the seas more pleasant than was perhaps evident a half-decade ago.

These changes resulted from recommendations made by individual Navy men and women to Retention Study Groups, an important link these days between the Fleet and the Chief of Naval Operations.

Take the Boiler Technician Retention Study Group.

The majority of some 47 recommendations submitted to that group about 48 months ago have been put into effect by CNO — everything from shortening shipboard work hours to issuing boiler room coveralls.

A review of the "problems" presented back at the turn of this decade and what action has been put into motion to correct them, should reveal the progress being made on behalf of the men in the BT rating in today's Navy. The topics include manning levels, operational problems, working conditions, training and reenlistment incentives.

- Manning levels were considered too low to answer the demands of operating highly sophisticated machinery such as the new 1200-PSI (pounds-per-square-inch) automatic controlled boilers. Neither

Keep Fleet on the Move

were there enough BTs on hand to permit "decent" liberty.

As a result of this finding and the recommendations that followed, the boiler technician fireman allowance was increased measurably by some 700 men. And, 800 recruits were designated as firemen, arriving in the Fleet in January 1972. Additionally, the overall BT billet requirements were increased by 10 per cent by CNO, who also directed that an annual review of manhours spent on maintenance jobs be made with a view toward additional needs in the future.

Emphasis, of course, has been placed in the area of 1200-PSI needs since most new ships are equipped with 1200-PSI plants. However, a manning need was also apparent in the 600-PSI class ships which resulted in five BT billets being added to each ship in the DD 710 class; in the DDG, DLG, and DE class ships, three BT billets were added to provide sufficient boiler technicians for "condition three" — alert — underway steaming.

- Operational problems of concern to BTs in-

Top, l. to r.: LTJG Jacob D. Schaeffer, BTCS Harold C. Bly, BTFN Robert B. Angell, BT2 Frank D. Otway, BTFN Ray Ankeny, BT2 Reid Dulac, BT3 Bobby L. Collins and BTFA Phil Goodwin. At left: U. S. ships in exercise with ships of NATO nations.

BT's

cluded limited visits to engineering spaces by commanding officers, lighting off on Sundays, squeezing in work while running equipment during operations focused on other departments, refueling immediately after returning to port, and not being able to perform other than routine maintenance while steaming.

Before many of the Retention Group recommendations were put into effect by CNO, engineering casualty control drills were almost entirely conducted at night while other departments held drills during daytime hours. The major complaint focused on engineering personnel not being rested sufficiently before such drills. Their receptive level of training was considered lowest during the night "runs." This led CNO to direct that engineering trials and casualty control drills be scheduled during regular working hours, whenever possible, with type commanders encouraging such a change.

The matter of work being disrupted because of ops and training involving other departments is one which caused CNO to remind commands of the need to improve shipboard working conditions for engineers. He directed that engineering evolutions be conducted during working hours.

Under the discussion on refueling, ships are no longer required to be "topped off" after entering home port after normal working hours, unless the amount of fuel on board is inadequate for emergency situations. Refueling is now accomplished on the next working day, or by means of underway replenishment from a fleet oiler before returning to port on Fridays. (It should be noted that during the present energy crunch it is the Navy's policy not to top off its ships but, instead, refuel them only to the extent necessary for operational purposes.)

Breakdowns do occur which often mean — to the man in the fireroom — his liberty is curtailed upon returning to port until repairs are completed, if those repairs involve a great deal of time. In an attempt to prevent such extra inport work, commands are more inclined to allow engineers to steam cross-connected, that is bypassing one fireroom and operating two engines, say, from one boiler so that the boiler in need of maintenance can be placed in a cold-iron status and necessary repairs at least begun while still at sea. This is particularly applicable to long transit steaming and also reduces fireroom watchstanding, releasing additional technicians to help correct breakdowns in even less time.

- Improving working conditions has been a priority item. In May 1972, the mandatory requirement to clean watersides mechanically every 1800 to 2000 hours was deleted from technical directions, so long as control of boiler water chemistry is maintained, and inspection of the watersides indicates cleaning is not necessary in that time span, according to CNO guidelines.

One way of doing this is through installation of demineralizing purification equipment in the feedwater-making system. This program was to have begun on all ships last year.

Another method to help clean watersides was tested on USS *Harry E. Yarnell* (DLG 17), using a chemical which dissolves mineral matter. The 15-month test was considered satisfactory, with boilers operated for 3600 hours with no cleaning required. It should be noted that fireside cleaning of boilers has decreased significantly also as the Fleet converts to Navy distillate fuel, a cleaner burning fuel source.

It is in these areas of water and oil control that the boiler technician is king — literally. For he is the single source on which a command must rely if the ship is to get underway and be sustained at sea. The importance of these functions cannot be overemphasized.

- At the forefront of efforts to improve all aspects of the boiler technician rating is the development of training. Plans are developing for the opening of a new 1200-PSI hot plant at the Naval Training Center, Great Lakes, Ill., home of the BT "A" School. This plant doubles the training device equipment of the new boiler system. The other one is located in Philadelphia where, at present, all 1200-PSI boiler technicians undergo their NEC specialty instruction.

Besides the $1 million project constructed at Great Lakes, nearly $700,000 in funds have been provided for training equipment to be established at all engineering training facilities throughout the Navy. This money is in addition to the 1200-PSI propulsion equipment removed from the ex-USS *Willis A. Lee* (DL4) for installation at the schools. And, for those individuals who will be working with 600-PSI plants,

Facing page and right: Constant inspection and maintenance keep USS Biddle's fireroom in top running order.

BT's

additional equipment also has been furnished NTC Great Lakes from various inactive ships.

- Bolstering the training facilities at Great Lakes with working plants is a backup of 10 automatic combustion control training simulators at the Naval Development and Training Center in San Diego, Calif., the Naval Destroyer School in Newport, R.I., and the Naval BT School in Philadelphia. More ACC simulators have been budgeted and have either arrived at, or are expected to be delivered soon to, each of the Fleet Training Centers.

Nearly all BTFNs, like Robert G. Angell aboard the Norfolk-based guided missile destroyer USS *Biddle* (DLG 34), for instance, are graduates of the Class "A" Boiler Technician School. Before reporting to *Biddle* in 1972, Angell's first duty assignment, he attended the 1200-PSI School in Philadelphia. Now he's a confident member of his ship's 33-man "B" Division, performing a vital role in keeping *Biddle* underway.

If Angell advances in rate and decides to entend in the Navy, he will most likely be sent to BT "B" School where he will learn the more advanced, technical stages of his chosen field, while also learning the broader aspects of becoming a leading petty officer. Nor will his education end there. With proper credentials, he could apply for undergraduate studies at a junior college to earn an associate science degree after making 2nd class rank, or decide even earlier to apply for Navy's Enlisted Scientific Education Program — NESEP. This program leads to a four-year college education, a bachelor's degree in science and, eventually, a commission in the Regular Navy.

There is just such an example in the person of *Biddle's* main propulsion assistant, Lieutenant (jg) Jacob D. Schaeffer. An 11-year veteran, LTJG Schaeffer entered NESEP as an enlisted man and received his degree and commission as an ensign in 1971. Later he attended the Navy's Engineering Officers' School in San Diego and then reported to DLG 34 in October the same year. In *Biddle*, LTJG Schaeffer is also division officer for "M" Division.

- A problem submitted to the study group involving officers dealt with the opinion that many officers in the engineering department were not, perhaps, as technically trained as they should have been. Consequently, a review was made of all engineering officer courses available and the curriculum of each revised to strengthen technical areas. Further, specific training and qualification requirements for officers assigned as either engineering officers or as main propulsion assistants have been developed.

- To assist in maintaining the training levels necessary, cruiser-destroyer commands in both the Atlantic and Pacific have established mobile training teams which provide training assistance in 1200-PSI steam plant operation and maintenance to ships of their respective forces. Manned by highly professional engineers, these teams spotlight unsafe conditions directly to engineering officers and commanding officers.

To this end, each fleet commander has on his staff a group of expert officer and enlisted engineers and technicians who form a 1200-PSI Propulsion Examining Board. These PEBs function to ensure that engineering readiness and safety standards developed for the 1200-PSI plants are rigidly followed. Mem-

Facing page: Cutting and fitting a gasket for Biddle's boiler equipment takes patience and a lot of skill.

bers examine each 1200-PSI ship on a 12-month cycle, giving oral exams to commanding officers, XOs and EOs, and leading CPOs, while written exams are administered to all other members of the ship's engineering departments.

- A pay-related recommendation: Spread reenlistment incentives out over a 20-year career.

This was recognized by the Chief of Naval Personnel who determined also that a need existed for an added reenlistment incentive at the six-to-10-year level. Consequently, in the 1972 pay act proposal, there was provision for a Selected Reenlistment Bonus (SRB) payment, an outgrowth of the regular reenlistment bonus and the variable reenlistment bonus. Since BTs are eligible for VRB payments based on the highest multiple of four under that program, it is relatively certain they will be eligible for one of the higher pay levels of the six-multiple SRB bous plan. Congressional approval of the $12,000 SRB proposal was anticipated sometime this spring with the hope it may become effective on 1 July this year. Assuming it does become effective, the SRB will replace both the RRB and VRB bonus plans.

- Only recently, the boiler technician had recruiting, or recruit training, or instructor billets to look forward to for shore duty. With the exception of an instructor's job, he was removed from his professional field until returning to sea. Now a BT ashore can feel right at home in an assignment with the Fleet Maintenance Assistance Goup.

These groups offer BTs shore duty where they will be able to keep up with developments in their field and still enjoy being ashore full time.

Of course, there are other shore duty billets available at nearly all naval installations in the U.S., billets such as master-at-arms and special services assistants; shore duty in Japan, Hawaii, Guam, Cuba and a few Mediterranean locations also is available to BTs, but to a limited extent.

These are only a few of the numerous actions that have been taken by the Chief of Naval Operations and commanding officers since the Boiler Technician Retention Study Group recommendations were made public 18 months ago. Since then a greater emphasis on the recruiting effort for the boiler technician rating has resulted in a larger input of competent individuals into the field. Most of the improvements offered this special breed of individuals are long-range, primarily in the form of new ships in which to live and work, like the new LPH type *Tarawa* which will feature more automated propulsion systems.

— Story by JOC Marc Whetstone, USN.
— Photos by PHC Art Ellison, USN.

NATIONAL WAR COLLEGE

Left: The library at the college is an extensive collection of works specializing in internal relations and national security affairs. Right: "Chalk talks" in the student committee rooms are a frequent part of the students' routine.

The National War College today stands in the top echelon of a highly ordered educational system in the Armed Forces. To many men and women knowledge of it and its role is limited to the fact that it exists. Here's a report on what it offers.

Despite its position, the course at "National" isn't necessarily military in character. The college is devoted to the education of selected candidates for positions of greater responsibility in the national security structure. Included in the student body are candidates not only from the Armed Services but also from the State Department, the Agency for International Development, the U. S. Information Agency and the Central Intelligence Agency. Other executive agencies such as the Department of Justice, the Department of Commerce, and the Department of Agriculture also send students.

Vice Admiral M. G. Bayne is the Commandant of the National War College, the 11th in its history and the fourth naval officer to hold the post.

"National" was established in 1946 at Fort McNair in Washington, D. C., from the realization born in World War II that conflicts in a modern society in a global sense encompassed all aspects of national government and the political, economic and industrial factors which formed U. S. policy.

In its 27-year history, "National" has established an enviable record in the achievement of its purpose. Forty per cent of its graduates have succeeded to flag, general or ambassadorial rank. That high figure is all the more remarkable when one considers that the more recent graduates have not yet reached promotion zones.

Partially, this yardstick of success can be attributed to the high selectivity shown by the services and agencies in the designation of selectees. Of the 30 Navy students in the Class of '70, 40 per cent have advanced degrees. All can be characterized as having topnotch reputations in operational or managerial positions.

While the quality of the student body is highly important, it is but one of the triad of factors by which the War College is measured. The others, of course, are the faculty and the curriculum itself.

Navy Captain Bill Lawrence, former POW, selectee for rear admiral, and the senior naval officer in the student body, evaluates the course as offering,

". . . the broad, high-level perspective essential to anyone aspiring to significant responsibility in a government career." Of his own particular case, Lawrence says, "the course has been invaluable in helping me to fill the gaps in my knowledge."

The Commandant, VADM Bayne, is a submariner with broad operational experience and management expertise in OpNav and SACLANT and most recently, Commander of the Middle East Force. He is assisted by the Military Deputy, Army Major General R. M. Lee, and Ambassador Wm. Leonhart, the current Deputy for International Affairs.

The teaching faculty is composed of military officers of all services, civilian professors assigned from other governmental agencies and prominent scholars from several universities.

Commander Dick Tarbuck, long on sea experience in destroyers and minesweepers, finds the course at "National" unique, "No where else could a sailor who has spent all his career at sea have such an enlightening opportunity to take aboard a wide variety of thought and original exchange of ideas as presented by the excellent faculty and group of speakers at the National War College."

Left: Entrance to the National War College. Below, left: Among the artifacts of historical interest at the college is a signal lantern from Niagara, Commodore Perry's flagship during the battle of Lake Erie in 1814. Below: VADM M. G. Bayne, Commandant of the National War College. Right: Spacious hallways girdle the Rotunda of the college.

". . . Forty per cent of its graduates have succeeded to flag, general or ambassadorial rank. That high figure is all the more remarkable when one considers that the more recent graduates have not yet reached promotion zones. . . ."

The heart of the War College curriculum is the Prescribed Courses Program, a programmed sequence of 10 courses spanning the 10-month college year. Proceeding from the foundations of national security, students study progressively the domestic environment and national security; national security policy and the decision-making process; and military strategy and strategic posture.

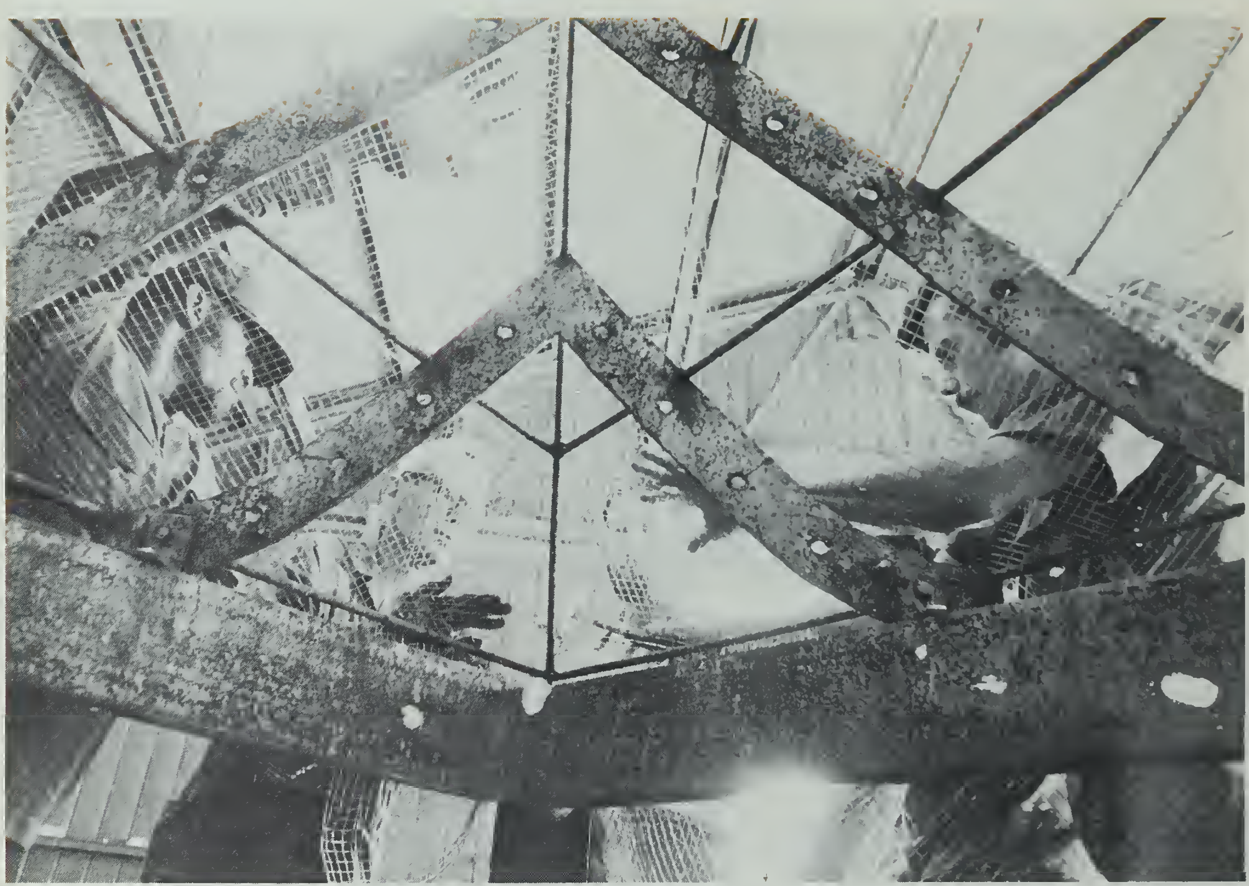
Study is then directed, block-building fashion, to major world areas and selected global issues bearing importantly upon U. S. national security. Regional studies of such major world areas as Canada, Europe and the USSR; East Asia and the Western Pacific; South Asia, the Middle East and Africa; and Latin America stress the interdependent issues and problems as they affect the United States. The area study includes an on-the-scene trip to a major area where students complement their prior research and appraise U. S. policy as it relates to real-world issues.

Throughout the presentation of the course, students are exposed to leading experts in many fields of thought. The executive department, for instance, brings to the college forum the President or Vice President of the United States, several members of the Cabinet, the Secretary of Defense and the Secretary of each service. Military participation is included in talks by the Chairman of the Joint Chiefs, the chief of staff of each service and by selected commanders in chief of joint and specified commands. Leading academic

Attendance at "National" provides an opportunity unparalleled by any other educational institution. It offers the unique advantage of involvement of its students in the main currents of contemporary politico-military thought as expressed by the top leaders in government and the academic world, while at the same time providing stimulation from classmates who, like the student himself, bring rich experience and high potential to the educational situation.

VADM Bayne recently summarized it. "There is probably no finer educational opportunity available to the government service officer, military or civilian, than that offered at the National War College."

CEMENT BOAT



Naval Reservists at New Orleans are building a cement boat. When they complete it, the 24-foot craft, powered by 105-horsepower outboard motors, will be turned over to Coastal River Division 22.

If you suspect the New Orleans group is engaging in some heavy humor, you're mistaken. The use of cement for constructing boats is far from new. One reportedly was built as long ago as 1848 and still exists albeit in a French museum. Other cement boats have been known to remain serviceable for 80 years without appreciable deterioration of the hull.

Last November the Naval Reserve Ferro-Cement Boat Center at New Orleans' Naval Support Activity passed from a developmental stage to active (fully operational) status. Its mission: "To develop and maintain within the Navy, a broad base of enlisted and officer expertise in the training for, and construction of, ferro-cement boats for both civic action and military assistance purposes."

The New Orleans Reservists' boatbuilding unit has an authorized strength of 44 enlisted men and six officers. Construction requirements call for men who can work as carpenters, cement finishers, hull technicians, enginemen, electricians, boatswain's mates

BUILDERS

and hospital corpsmen. The unit is broken into two teams. One drills the second weekend of the month, the other, the third.

The Reservists obtained their boatbuilding expertise via the Naval Ship Research and Development Center at Annapolis, Md., which sent a nucleus crew of three men to New Orleans to apply the techniques they themselves had learned earlier. When the Crescent City unit becomes proficient in constructing such boats, they, in turn, will train boatbuilders from countries in the Military Assistance Program. Use of the ferro-cement technique should prove a boon to nations lacking in plastic, fiber glass and aluminum technologies.

The Republic of Vietnam provided an example of what could be done with cement boats when a Saigon shipyard undertook their manufacture to supplement U. S.-supplied *Swift* boats which were then so important to river operations. At that time, a conventional metal *Swift* boat cost about $180,000; a ferro-cement *Swift* boat, on the other hand, could be launched for about half the price. The New Orleans Reservists have also found that their construction costs are encouragingly lower than they would be if conventional methods and materials were employed.

The Vietnamese experience showed that the cement *Swift* weighed from five to 10 per cent more than the conventional PCF but its 430-horsepower twin diesels could still propel it at about 20 knots.

Saigon also turned out a concrete model called the *Viper* which was conceived principally for river attack and interdiction missions. It was intended to accompany and provide fire coverage support for river patrol boats. The *Viper* was slightly larger than the New Orleans Reservists' boat, measuring 28 feet (rather than 24 feet) and displacing 12,000 pounds. Its top speed was 20 knots.

The construction techniques employed in both New Orleans and Saigon are substantially the same.

The Saigon boat began with a steel or wood framework covered inside and out with eight layers of interwoven mesh of chicken wire filled with a mixture of portland cement, sand and a substance known as pozzuolan. Both surfaces were smoothed and the hull damp-cured by periodic submersion in water. Even after the cement cured, the hull continued to gain in strength as it aged. The Reservists used a new technique requiring only five layers of interwoven mesh of chicken wire and no steel or wood framework.

The cured hull was finally worked with abrasives and chemicals, then sealed with epoxy resins to ensure watertightness. Work on interior and exterior fittings and equipment was begun as the hull neared completion.

Ferro-cement hulls have proved to be exceptionally strong and durable as well as being almost puncture-proof. To add to their other attractive features, teredo worms, which find wooden hulls so delicious, are not interested in ferro-cement hulls. Metal fittings aren't subject to electrolysis damage and, when need be, the ferro-cement hull can easily and inexpensively be repaired.

Popularity of the ferro-cement hull has increased around the world, particularly in Canada, Australia and New Zealand. In the United States, such construction has been confined mostly to pleasure boats.

This, however, is not to say that floating concrete has not been put to considerable use heretofore. During World War II, for example, the Allies made good use of floating concrete to create artificial harbors which could be towed from England and emplaced off the coast of France.

The complete harbor consisted of floating steel structures which broke up wave action. After that, there was a 2200-yard breakwater made up of 31 concrete caissons called phoenixes. Each of these equaled the height of a five-story building, and when sunk, formed a seawall on two sides of an artificial harbor big enough to shelter seven *Liberty* ships and 12 smaller vessels.

Inside each harbor, there were runways mounted on pontoons and anchored on their seaward ends to pierheads which rose and fell with the tidal motion. This enabled LSTs to unload regardless of the status of the tide and provided a ramp upon which wheeled vehicles could roll ashore.

Impressive though earlier uses of floating concrete are, the New Orleans Reservists are interested only in small boats. They are also quick to point out that they are not in competition with industrial boatbuilders since the Reservists' product is not commercially available. They hope, however, that the boatbuilding industry will avail itself of the Navy-developed expertise to develop a technology which could include construction of tugs, barges, harbor craft and similar small boats.

As for the Reservists themselves, at least one is keeping a sharp eye on the construction techniques employed at the Naval Reserve Ferro-Cement Center. The unnamed member plans to use his recently learned skills to build his own ferro-cement pleasure boat in his own backyard.

Facing page: Reservists securing wire mesh to boat frame prior to applying the cement. Below: CDR Robert J. Hiebner accepts the "skipper's trowel" from LT "Reg" D. Burgert upon assuming command of the New Orleans Naval Reserve Ferro-Cement Construction Center.

PROFESSIONAL FILM MAKERS IN ACTION

A USNR PRODUCTION

Even a Hollywood director would have been impressed by the quantity and quality of what the Naval Reserve Combat Camera Group Atlantic (COMBATCAMGRURESLANT) produced in its first year of operation — three major motion pictures and two audiovisual command presentations.

Based at the Naval Air Reserve Detachment, Floyd Bennett Field, Brooklyn, N.Y., the group recently had its name changed from Naval Air Reserve Mobile Photo Unit (NARMPU W-1) to reflect more clearly its mission.

Officer in Charge, Commander Carl V. Ragsdale, a director-producer and Academy Award Winner in civilian life, admits that the CCG crew set some "rather ambitious" first-year goals — partially in an effort to prove their value to the Navy, but more importantly, because there was a dire need for their services.

"Our first assignment was to produce a 20-minute documentary on the present and future role of the Naval Air Reserve's augmentation with fleet units throughout the world," CDR Ragsdale said.

In order to complete the film, entitled "And Business is Good," the Reserve CCG had to brave subzero weather, frozen runways and blinding snow at Glenview, Ill., headquarters of COMNAR, and film numerous aerial and ground sequences at Willow Grove, Pa.; Pensacola, Fla.; Rota, Spain; and Floyd

Bennett Field in Brooklyn.

"Our first film was a unique challenge," admits CDR Ragsdale. "Most of the professional personnel attached to our group were accustomed to shooting and producing a quality film of this caliber from start to finish in two or three months. However, we were challenged to do this job in our spare time while on active duty for training with the Navy. The problems, both technical and logistical, at times became extremely acute."

The Reserve crew managed to produce the top quality film in record time. Since that first venture, CCG has fulfilled other assignments in their spare time, among them: a special drug abuse film for the precommissioning detail of USS *Nimitz* (CVAN 68), which has Navywide implications; and a film introducing the new concept and future plan of the Reserve forces to some 120,000 Naval Reservists. Two additional audiovisual presentations for NAS Willow Grove and NARDET New York will be used in their community relations programs.

Anyone watching the Reserve crew in action would think "here is a crew that knows what it's doing," and he would be right. Every member of the crew is a talented professional.

In addition to CDR Ragsdale, the assistant officer in charge, CDR Arthur Ward, is head of the largest independent recording studio on the East Coast — responsible for the sound tracks of "Midnight Cowboy," "Godspell," "Magic Mountains," and other films. The cameramen all have years of experience filming civilian movies, news features, documentaries and television specials. There's even a professional animation cameraman in the group.

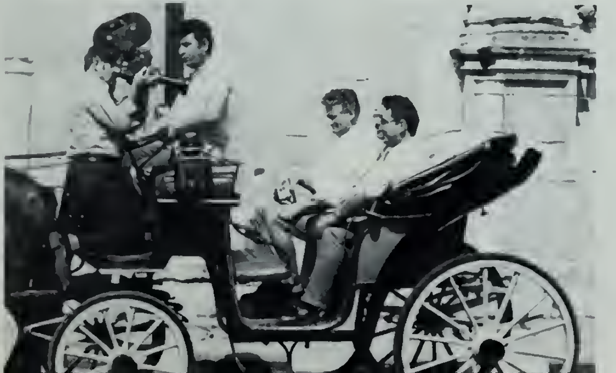
Their equipment is topnotch too: professional cameras, lights, reflectors, flats, meters, microphones, recorders and a recent addition, a fully equipped editing room.

In spite of its successes, CDR Ragsdale sees a need for more men in the unit — especially qualified professionals from industries in the New York area.

"We've sidestepped insufficient funding as best as we could by begging and borrowing equipment from civilian industry and the Navy's Combat Camera Group in Norfolk," he said. "Most of the time, we've filmed sequences with a skeleton crew — just enough men to assume the critical job functions. Our unit could accommodate 15 more enlisted men and officers."

If the commander gets the workers, the Naval Reserve CCG Atlantic's future achievements may surpass even a Hollywood spectacular.

— By ENS Steve LeShay



Facing page: The Reserve Combat Camera Group films a preflight operations briefing of Patrol Squadron VP65 on active duty in Rota, Spain. Top: Director-Producer CDR Carl V. Ragsdale, an Academy Award winner, checks out a scene. Middle: The camera group holds a preflight briefing before shooting some air-to-air photography. Above: Shooting can occur often under difficult circumstances as PHC Bill Kinsley experiences in the cramped space of a Navy aircraft. Left: A liberty scene is filmed with Naval Air Reservists in Puerto Santa Maria, Spain.

CHAPLAIN CORPS
U.S. NAVY

NAVY CHAPLAINS: Nearly two centuries of providing

ENCOURAGEMENT, COMFORT

& INSPIRATION

Shades of William Balch, the, Navy's first known commissioned chaplain, the corps continues to make strides in this, its 199th year. Just recently, Florence D. Pohlman, a Presbyterian, was commissioned as the Navy's first woman chaplain. How did that happen?

LT Pohlman entered the Navy without much fuss. She said, "When I finished seminary . . . I came for my final oral examination before the local level of my church in California and just at that time there was a Navy chaplain that happened to be present. He spoke to me, the first one to do so, concerning the possibility of the chaplaincy. And from that time on I began to consider the Navy Chaplaincy."

The Rev. Pohlman received her Master of Divinity degree from Princeton and came into the Chaplain Corps highly recommended, different indeed from the entrance of the Reverend Mr. Balch, as the 18th century came to a close.

The Navy Chaplain Corps traces its birth date almost to the birth of the Navy itself. The Continental Congress adopted the second article of Navy Regulations on 28 Nov 1775, which provided for divine services aboard ships of the 13 colonies.

The article reads: "The commanders of the ships of the Thirteen United Colonies are to take care that divine services be performed twice a day on board, and a sermon preached on Sunday, unless bad weather or other extraordinary accidents prevent."

Who was the first Navy chaplain? The records do not show but, as already stated, the Reverend Mr. Balch gets credit for being the first *commissioned* chaplain.

His commission was signed by John Adams and he served, starting in 1799, in *Congress* and in *Chesapeake*. There is clear evidence that Mr. Balch was preceded by a number of others including his father Benjamin Balch.

The Chaplain Corps, it seems, became a family tradition almost as soon as it started. William Balch's father, Benjamin, served as a Revolutionary War chaplain in *Alliance* under John Barry. He previously fought in the Battle of Lexington as a "minute man." Two of Benjamin's sons (he had 12 children), Thomas

and Benjamin, Jr., also served in *Alliance*. Trouble was, they were so young that they were entered on the ship's books as drawing the pay of one man. When *Alliance* took two British vessels off Halifax, the senior Balch went down in history —

"The peril the ship was in brought out the desperate courage of every man on board the *Alliance*, the 'cloth' being no exception. Reverend Benjamin, armed cap-a-pie, was seen in the midst of the fray, and thereafter is said to have become known on the ship as the 'fighting parson.' His son, Thomas, was also in the fight, and when father and son met afterwards, it was with an embrace and with the words, 'Thank God, my son'."

No wonder son William took to the sea as a chaplain 18 years later. The Reverend Benjamin had, no doubt, by then told many a tale of famous ships and the courage of their crews in the midst of battle.

There is also a record of a William Austin who served as a chaplain, without commission, aboard *Constitution* for 18 months. Church services were regularly held aboard *Constitution* by Chaplain Austin, 10 months before William Balch was commissioned.

To Austin's credit, too, goes the distinction of officially using the term "Divine Service" for the first time on record aboard ship. A couple of Sundays after he came aboard *Constitution*, the entry in the ship's log calling " . . . all hands aft to attend prayers . . ." was changed. "Prayers" became "Divine Service."

Earlier references to the presence and work of chaplains in the Navy are limited, especially in the Continental Navy. One of John Paul Jones' letters now in the Library of Congress, reveals that Jones sought chaplains in France for *Ranger* and *Bon Homme Richard*. The letter, dated 12 Jul 1778, to a Henry Grand in Paris states, "In the selection of a Chaplain the following qualifications are deemed requisite:

"I could wish him to be a man of reading and of letters who understands, speaks and writes the french and english (sic) with elegance and propriety . . . whose sanctity of manners and happy natural princi-

Above: LTJG Florence D. Pohlman becoming Navy's first woman chaplain with (l to r) Dr. Robert B. Harriman, Presbyterian Counsel for Chaplains and Military Personnel, RADM Francis L. Garrett, Chief of Navy Chaplains, and CNO, Adm Elmo R. Zumwalt Jr., looking on. Below: Sketch of William Balch, the Navy's first known commissioned chaplain (1799).

ples would diffuse unanimity and cheerfulness thro' the ship.

"And if to these essentials are added the talent of writing fast and in fair characters" — since chaplains then often acted as schoolmasters — "such a man would necessarily be worthy of the highest confidence and might, therefore, assure himself of my esteem and friendship. He should always have a place at my table, the regulation whereof would be entirely under his direction."

John Paul Jones was always one to demand the best available in both men and ships.

In a letter from L'Orient on 30 Apr 1779 to his friend, Father John Mehegan, Jones was again looking for a chaplain. Since 300 of the 330 crewmembers of *Bon Homme Richard* were Frenchmen and Catholics, he was looking for a chaplain of that faith. No evidence survives as to whether Jones was successful in finding chaplains to serve in his ships.

If he was, a chaplain in the early United States Navy would probably have received a base pay of $20 a month, which was later raised to the princely, though mathematically unreasonable, sum of $33.33.

The Continental Congress had added some further instruction on the subject of religion, stating in the third article —

"If any (crewman) shall be heard to swear, curse, or blaspheme the name of God, the Commander is strictly enjoined to punish them for every offence, by causing them to wear a wooden collar, or some other shameful badge of distinction, for so long as he shall judge proper. If he be a commissioned officer, he shall forfeit one shilling for each offence, and a warrant or inferior officer six pence."

One can surmise that it was the chaplain's duty to help crewmembers save their money and not cause unnecessary injury to their collarbones, to say nothing of their pride.

Courage in battle and service to others are synonymous with the corps. The word chaplain was originally the French "chapelain," or the officer appointed to watch over the sacred cloak. This dates back to medieval France and the old legend of Saint Martin of Tours (336-400 A.D.) dividing his heavy cloak and sharing it with a beggar he found shivering one cold winter night at the gates of the city of Amiens. Martin became the patron saint of France: his half-cloak was kept as a sacred relic and was often carried into battle by the French kings, particularly Charlemagne.

The tradition of courage continued in the youthful United States Navy. There is the story of one Thomas Breese, who served with Commodore Oliver H. Perry in the ship *Lawrence*. The occasion was the Battle of Lake Erie on 10 Sep 1813, when one by one, as the guns of *Lawrence* are silenced, " . . . this one still keeps up its fire; for the commodore, with the brave purser Hambleton and Chaplain Breese, aided by two or three men, are working it themselves. At last the purser falls, his shoulder shattered by grapeshot. Presently this gun, too, the last one, is disabled and the *Lawrence* cannot fire a shot." The name of Thomas Breese lived on in a Navy song, "Here's a health to you, Tom Breese."

Illustration of Sunday services on the gun deck of a 19th century Navy warship.

Prayers and ecclesiastical affairs didn't occupy all the chaplains' time in the old Navy. As schoolmasters, they took the young midshipmen under their wings and used the salt of knowledge to cultivate their minds. Twenty-one-year-old Chaplain Charles Folsom, aboard *Washington* in May 1816, was given charge of one such midshipman, age 15, who in Folsom's words ". . . had been almost from infancy, in the naval service." The chaplain's responsibility was to help him improve his mind, and he added the hope that the opportunity at hand would ". . . prove of incalculable advantage." The boy, David Farragut, seized the moment.

In later years Farragut was quick to acknowledge the efforts of the "young Yankee parson" and those months spent at Tunis studying French, Italian, English literature and mathematics.

Chaplains like David P. Adams and George Jones took an active part in the education of midshipmen and for more than 40 years before the establishment of the Naval Academy at Annapolis in 1845, they pushed for the founding of such a school. Some of the burden as schoolmasters was taken from chaplains when the Navy admitted "Professors of Mathematics" to shipboard life but, as George Jones put it, ". . . the old system . . . never can do much good." The answer was a Naval Academy.

The use of the lash as a method of punishment, prevalent in the old Navy, also received the attention of the shipboard chaplains. Twelve to 24 lashes was the normal sentence, but there were 46 instances between 1808 and 1814 when 100 and more lashes were authorized, including six cases of 300 lashes each. Chaplains burned the midnight oil writing letters against the practice until it was finally outlawed on 28 Sep 1850.

Chaplains have always been in the thick of things in battle and their gallantry had been legendary, from the first to be killed in action, in the Civil War —

Above: Conducting services with Marines on a Korean battlefield in 1953. Right: RADM Francis L. Garrett, Chief of Navy Chaplains, stresses the wide range of opportunities available to today's chaplains. Below: A "Celebration Generation" warship service at North Island NAS, San Diego.

Chaplain John Lenhart on 8 Mar 1862 when *Cumberland* went down in Hampton Roads after being rammed by the monitor CSS *Virginia* — to four chaplains who served with the Marines in France during World War I and were awarded the Navy Cross (out of a total of 13 who served with the Leathernecks there).

The first chaplain to win the Medal of Honor was LCDR Joseph T. O'Callahan on 19 Mar 1945 aboard the carrier *Franklin* in the Pacific. The second to win the medal was LT Vincent J. Capodanno on 4 Sep 1967 with the Marines in the Republic of Vietnam. Today, two Navy ships carry their names, USS *O'Callahan* (DE 1051) and USS *Capodanno* (DE 1093). See ALL HANDS, December 1968, page 3, and May 1969, page 12.

The Chaplain Corps is as vigorous and alive today as it was back in the 1830s when one seaman, speaking of the religious services, announced (perhaps with a note of complaint), "I have more of it here than I did on shore."

Today the chaplains are just as involved with the physical and spiritual well-being of the local population — whether ashore or afloat. Says the Chief of Navy Chaplains, RADM Francis L. Garrett, "The new interest in religion in America, especially among the young, has been reflected in the military and has afforded chaplains important contemporary opportunities.

"Whether it is aboard ship, or a hospital ward, in a base chapel, in the field with Marines, or in the local Navy community, they reach out with actions and words, to encourage, comfort, inspire and support."

Today's chaplains conduct vacation Bible schools for Navy dependents, administer lay leader programs for ships without the services of chaplains, conduct folk masses emphasizing the "Now" sound in religious folk music, and get involved to the hilt in human relations projects, while they actively engage in humanitarian work.

One Bible school conducted this past summer at Monterey, Calif., had an enrollment of 530 enthusiastic youngsters with more than 110 staff workers volunteering their time under the direction of Chaplains (CAPT) William R. Samuel and (LCDR) Philip D. Anderson. They launched their program with a bicy-

A look at today's dedicated Navy chaplains. Left and below left: LCDR Alex B. Aronis' active schedule at Subic Bay, R.P. includes counseling Navy personnel and working out on the handball court, as well as leading Sunday worship services. Below: CDR Carroll R. Chambliss welcomes sailors newly reported aboard USS Franklin D. Roosevelt (CVA 42).

cle parade through the housing area and the six top winners "flew" away with the grand prize — an airplane ride.

At North Island Naval Air Station in San Diego, Calif., LT Wayne L. Bouck helped organize a group called the "Celebration Generation" made up of six singers — four active duty Navy members and two daughters of Navymen. This was his way of tackling the young adult culture in a community without much "young blood;" church attendance came mainly from the retired community living in nearby Coronado. The "Contemporary Celebration," or the Protestant version of the folk mass, as performed by the "Celebration Generation," not only drew the younger generation to the Wednesday night affair but started to draw them to Sunday chapel as well. The older members of the congregation found it took a little "getting used to,"at first, but their eventual vocal reaction turned into approval. Now the "Celebration Generation" leads contemporary services once a month in the North Island chapel.

From the start, chaplains have worked energetically in the development of the lay leader program that assures a spiritual ministry in the Navy and Marine Corps. Lay leaders are carefully selected and trained. Designated by their commanding officers, the lay leaders conduct appropriate services or devotions when a chaplain is not present. One of the most noteworthy developments in the program is the fact that an increased number of ships and stations have received approval from the Catholic Military Ordinariate to permit laymen to administer holy communion when no Roman Catholic chaplain is available.

Many chaplains have come into the Navy directly from divinity schools and seminaries or after only a couple of years as an ordained minister, priest or rabbi. But there are many who have served previously in the services — some as enlisted men — and there are a few, too, who are graduates of the Naval Academy. One such alumnus of Annapolis is LCDR Alex B. Aronis, now serving as a chaplain at Subic Bay in the Republic of the Philippines. "I would not have described myself as a religious person while I was going through high school or at the Naval Academy," he says. "While at the Academy I went to the Greek Orthodox Church in town. We used to sit in the basement, drink cokes and talk of football games and parties.

"After graduating, I came out to the Far East and began to ask some serious questions about life and the injustices I witnessed . . . My decision was not to go into the ministry, only to develop a deeper understanding of my faith."

He found himself at Fuller Theological Seminary in Pasadena, Calif., and graduated with a Masters in Divinity. He has since received his Ph. D. from American U., besides picking up a second masters — this one in theology — from UCLA. In 1963 he returned to the Navy as ". . . a counselor, as a chaplain . . . someone who will listen and clarify and reflect what's being said." Alex Aronis found a deeper meaning to life in the Navy.

Time was, a chaplain should speak and write "with elegance and propriety," and possess "sanctity of manners." Today's Navy chaplain needs a lot more going for him but he still is one who can "diffuse unanimity and cheerfulness thro' the ship."

— John Coleman

ON THE SEARCH FOR TREASURE BELOW

beep - beeP - beEP - bEEP - BEEP - BEEP - BEEP sounds the metal detector as it hits directly over a piece of treasure buried in the ground. The beeps are from metal detectors owned by Chief Electrician's Mate Scott Slaughter of UDT 21 and Aviation Fire Control Technician 1st Class Rusty Henry of SEAL Team 2 at the Little Creek naval amphibious base.

The beeps all started several years ago when Chief Slaughter bought a metal detector when he learned that metal detecting was a hobby that could be both interesting and profitable.

In early 1969, Slaughter and Henry were in UDT 22 together and training at Roosevelt Roads. "That's when he told me about metal detectors," Henry says. "We went down to San Juan 'coinshooting' on the beaches with his machine, and I couldn't believe how many coins and pieces of jewelry there were just waiting to be picked up."

Henry ended up with his own detector, and they started a two-way competition, each one trying to think of a likely area for a treasure trove. Then they would both go out and jointly "work their claim."

Some hobbyists specialize in locating artifacts that have a historical significance, for example, on early battlefields. Others, like the UDT men, comb the beaches. The specialty depends on the location.

Together the two men have found more than 1000 rings and about 50,000 coins, many of which are quite old. This does not include items such as lighters, keys and medallions — anything that is metal.

Both men are members of the National Treasure

Hunters League and have entered national competitions with their detectors. In April 1973, they received the Indy Grand National Treasure Hunt Award in Indiana for "the longest distance traveled."

"We won enough prizes to pay for our entire trip," Slaughter says.

In 1972 Henry took second place in the Third Annual Midwestern Championship Treasure Hunt, also held in Indiana. Along with the trophy, he took enough prizes to clear more than $400 on the trip.

"The competition hunts can be a lot of fun. Treasure hunters come from all over and camp for a weekend," Henry says. "It really turns out to be a hobby the whole family can enjoy."

Depending on the detector, one can find anything from a penny to a buried treasure chest 20 feet underground. Detectors range from a three-inch ring which is used for accurate pinpointing to a 24-inch ring used for treasure that is several feet below the surface.

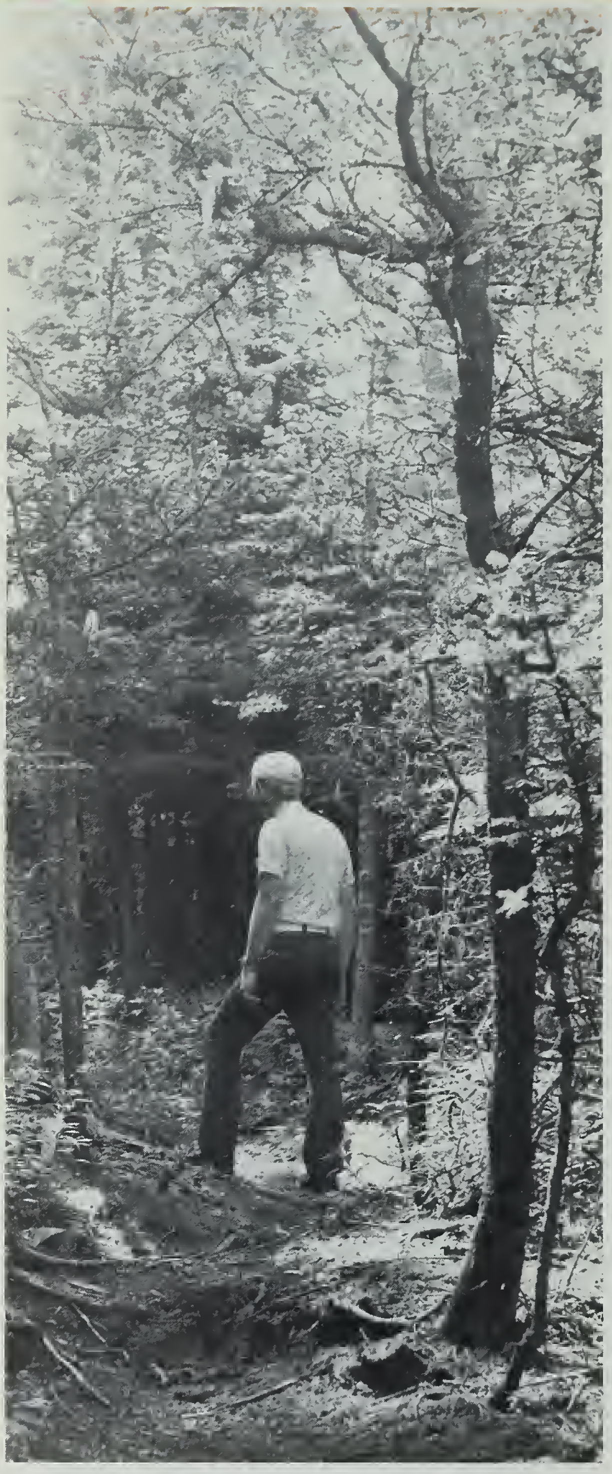
Older metal artifacts, while settled deeper in the ground, are not necessarily harder to find. As they sink deeper in the earth, there is a chemical reaction with the soil which will strengthen the signal given by the metal detector.

Slaughter and Henry enjoy both the pleasure of the hunt and the fun of anticipation. That "beep" from the detector may mean treasure below.

— Story and photos by JO3 Gary W. Smith.

Far left: Chief Slaughter sifts sand for buried treasure. Below, left: Checking over their finds. Below: Some of the take of several years' exploring. Right: Rusty Henry searches the beach for lost metal.

CONSERVATION AWARD



ABOVE: A woodland trail cleared for use by the station residents. Right, top: One of the picnic/camping areas on Holmes Bay. Right, center: Beach on Machias Bay. Right: New softball field under construction.

For the Navyman and his family who enjoy the out-of-doors, hunting and fishing, orders to the Naval Radio Station (T), Cutler, Maine, are like a ticket to Shangri-La. Some may have other ideas of a good time, but at Cutler there is a lot of room to roam about in, and many have taken advantage of it.

Since the 2700-acre installation was opened 15 years ago, Cutlerites have done their best to improve what they had. Those who are there now were surprised to learn that their efforts, well off the beaten track, had also won for them the Navy's Natural Resources Conservation Award for Installations under 5000 Acres.

When the VLF (for Very Low Frequency) radio installation opened, it wasn't very attractive to anybody. Construction of the facility required that the wooded peninsula be stripped completely of vegetation to lay 2200 miles of ground mat wire. At the same time, a reclamation project was underway with a marsh cleared and filled to house the administration and housing area located three miles away. When completed, the Navy had an all-new station, located in one of the more remote areas of the United States and surrounded by forests. Since the outdoor life was the only activity available, Cutlerites set out to improve it.

One of their early efforts was provision for family-type pleasure and picnic facilities. These were established around the station's four-acre reservoir. The water was stocked with brook trout provided by the Maine Department of Inland Fisheries. Completion of this project gave Cutler's Navy families picnicking and fishing possibilities within walking distance of their housing area.

Next came landscaping and construction of playgrounds within the housing development. In the woods adjacent to the housing area they added nature trails. For winter sports they had an ice-skating rink. Open areas that weren't needed for ball fields and other recreational purposes were planted with trees.

As vegetation began to grow on the acres cleared for the antenna field, Navy families noticed that wild berries were among the first kinds of flora to establish themselves. Soon, those who enjoyed the fresh succulence of the berries turned out to harvest strawberries, blueberries, raspberries, blackberries and upland cranberries which were becoming abundant. The shore access road was improved about this time to allow families the opportunity to comb beaches along the station's 15-mile coastline.

Small game began returning to the area; these, in turn, attracted predators such as the snowy owls, foxes, several species of hawks and even three eagles from a nearby island. Deer returned to feed on the tender new growth and berries.

Both state and federal wildlife agencies began taking an interest in the possibility of establishing a habitat for upland birds and waterfowl. In 1969, the station received its first allotment of 200 pheasant chicks to raise and release. When the chicks reached maturity, pheasant hunting became an instant success because novice woodsmen could enjoy the thrill of hunting without entering the thick forests.

Next, the rugged peninsula of uncut woodland adjacent to the antenna field was opened by the addition of a 1.3-mile roadway and 1.4 miles of hiking trails. Picnic grounds and campsites were added and selective clearings were made under a plan developed with the Northern Division of the Facilities Engineering Command. The result: Cutler now has a recreation area unequaled along the Maine coast.

Canada geese, which were once common along the coast, were introduced in 1970 in the hope of having pairs nest in the peninsula's protected confines. Several pairs have made Cutler their home and increasing numbers have been released each year since 1970. Natural nesting areas were prepared for the geese and, last summer, the first sightings were made of young geese hatched in the area.

The Cutler Rod and Gun Club also started its own projects such as building duck blinds. Working picnics were organized for Navymen and their families who turned out to devote a day to cleaning up the shoreline or clearing trails of fallen trees and brush. Related clean-up campaigns were organized as a community effort with Boy Scouts and schoolchildren along with Navymen and Navy vehicles to pick up litter from miles of public highways in surrounding townships.

Although the program has accomplished much, the cost to the Navy has been quite small. Seabees and Self-Help volunteers have accomplished the rough clearing and road-building projects. Most of the materials used such as gravel and sand are available on station. The fish, pheasants and geese are all provided by the State of Maine at no cost to the Navy while nature provides the berries and clams. Feed grain plants and trees are purchased at very low cost from federal agencies and private nurseries. The station's Public Works Department has all the necessary construction equipment.

Pheasants have spread over a large area along the coast and are adapting to the region, thus enabling nearby residents, as well as station personnel, to enjoy hunting this popular gamebird. A similar situation exists with trout. Many swim up the stream that feeds the station's reservoir creating fine fishing for those willing to walk a half-mile into the woods.

Although the Cutler conservation program began as a self-serving, self-help project, it not only materially improved the natural environment of the station, but also improved recreational facilities available to those who volunteered their time. Also, the Self-Help projects and the morale boosters Cutler families undertook for their own benefit, will continue to benefit Navy families who serve at Cutler in the years to come.

ALL HANDS photo

We are happy to announce the winners of the ALL HANDS photo contest (see page 1) and to publish the winning entries in this and future issues for all hands to enjoy. Response to the contest was impressive, and many excellent photos were received from around the world — we thank everyone who entered and helped make it a success.

The ALL HANDS photo contest was held this year for the first time, open to all Navy men and women — active or retired — Regular or Reserve and their dependents. Winning entries will receive a subscription to ALL HANDS — first prize, three years; second prize, two years; third prize, one year. Honorable mention photographs will receive an appropriate certificate and recognition through publication of their work in the magazine.

There was no limit to the number of entries. Three categories were set up; however, the top three prize-winning entries could cover any or all categories:

- A Navy theme: Navy men and women on the job, Navy scenes, or ships or units in action.
- Navy life: recreation, liberty, travel.
- The Navy family.

All photos were taken during the 1973 calendar year.

The Navy offers photographers an unlimited variety of interesting and exciting subjects. Navy men and women at work, or traveling, on leave and liberty. There was lots of variety: The thoughtful mood of a welder beginning his day keeping Navy ships in good repair; the tense reaction of the bo's'n struggling with a refueling hose at sea; the intensity of a Navy woman learning to handle a helo cargo hook; the concentration of a hospital corpsman assisting in an operation to save a life; a sailor intent on sinking the "14" ball.

The variety of ships and aircraft is revealed in: the

contest winners

pride of an LPH showing the flag in Italy; the quiet of an LSD anchored off the ancient coast of Crete or helos and jet fighters at rest on a golden sunset-bathed flight deck; and the spectacle of the Blue Angels thrilling thousands.

The variety of Navy subjects is also shown in the sea: The awesome beauty of a sunset in the western Pacific or the Mediterranean — or the Navy family: The worry-free snooze of a cherub floating in the sun; and the happiness of a small boy upon his brother's graduation from the Naval Academy.

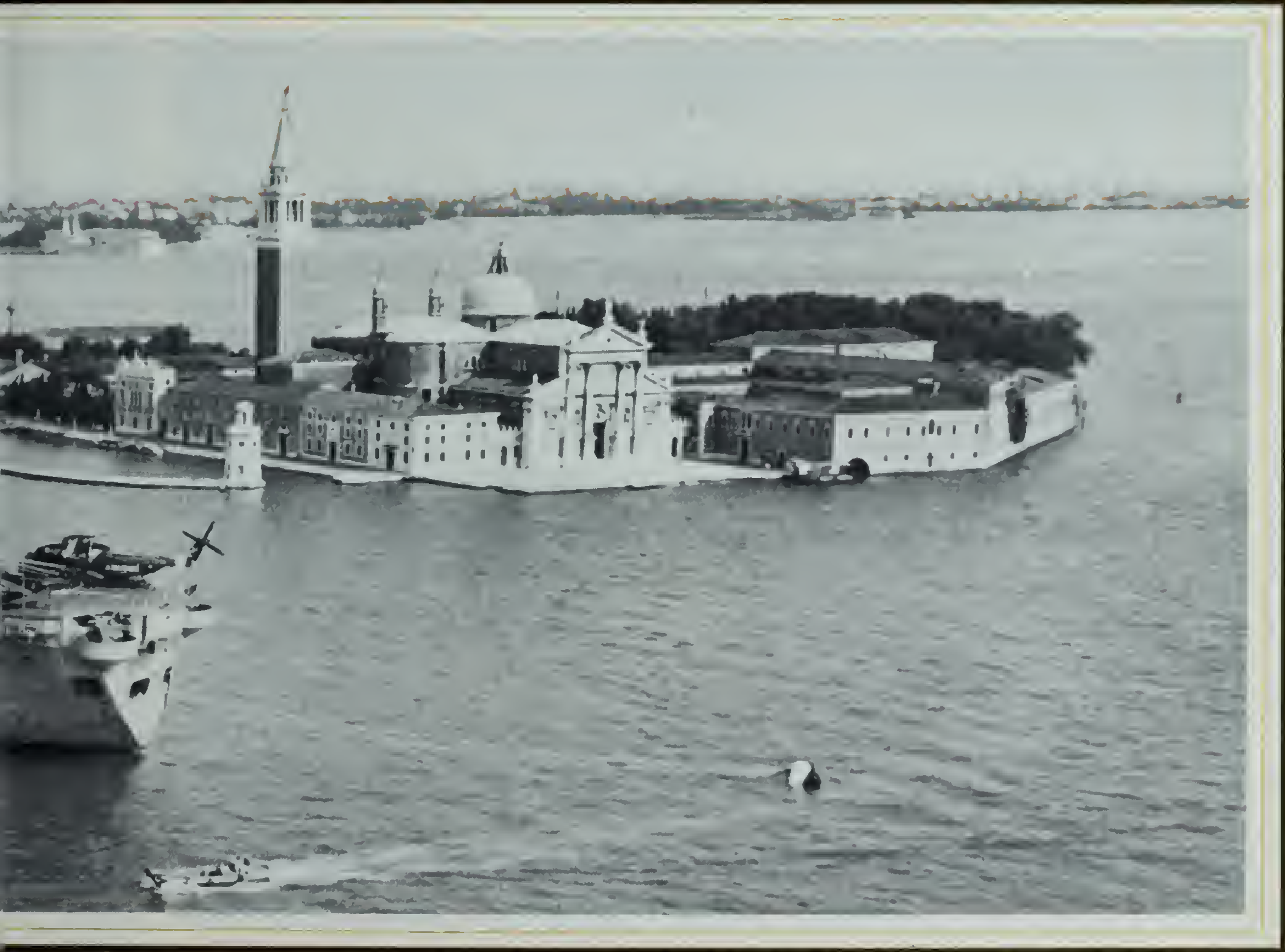
These are just a few of the never-ending variety of Navy scenes — shown here at their best.

Not all the prize-winning photos can be shown in this issue. The top two color winners appear on the front and back covers, and all of the black and white entries are printed throughout this issue.

Other prize-winning and honorable mention color entries will be shown at a later date because the use of full color in ALL HANDS is currently limited to outside covers. Even if you were a nonwinner you may also see your photos (with credits) used in future issues. We're proud of the high caliber of pictures submitted.

Congratulations to the contest winners and, once again, thanks to all who took the time to send in entries. But don't wait for the next contest to send in your photos. If you want to see your work in print (written and/or pictorial) send your contributions in now. For details on procedures, see page 64.

Below: "Guadalcanal in Venice" — an island city afloat proudly shows the U.S. flag in a city of islands in this Second Prize (B/W) photo made by PH2 Rick Boyle of USS Guadalcanal (LPH 7).



ALL HANDS photo contest

honorable mention

Left: "Ah, Nothing Like the Sea," little Paulette Cairo must be thinking as she drifts worry-free in her butterfly raft. Paulette is the daughter of a Navyman stationed at Alameda, Calif. The photo taken by PT1 K.E. Blain of USS Ranger (CVA 61) is an honorable mention winner like the others on this page.

Below: The peacefulness of a snug "Anchorage" is portrayed in this photo of an LSD lying off the coast of Crete during underway exercises. Photo by PH2 Harry E. Deffenbaugh, Jr., of ComSixthFlt Staff.

Facing page: A commitment to the job of saving lives is reflected by the concentration of "The Navy Corpsman — A Man and His Pride," a photo taken by PH2 Rick Boyle of USS Guadalcanal (LPH 7).

ALL HANDS photo contest

honorable mention

Facing page: The enthusiasm with which women are taking on new tasks in the Navy, as demonstrated ty AZAA Lois Matthews, is shown in "Skyhook for a Helo: Navy Women on the Job" taken by PH3 R. G. Edmonson of the Atlantic Fleet Combat Camera Group. These photos all won honorable mention.

Right: The striking appearance of an SSBN is shown in "USS Abraham Lincoln in Drydock" just as she is being refloated. Photo by IC1 (SS) Allen F. Hanson of Abraham Lincoln (SSBN 602).

Below: "Fourteen Ball in the Side Pocket" says the confident Seabee as he lines up the shot. This photo, by PC2 Herbert C. Gordon II of USNMCB Three, shows that Navymen are as intent at their play as they are at their work.

from the desk of the
Master Chief Petty Officer of the Navy

'Your Advancement System'

MCPON JOHN D. WHITTET

The opportunities for enlisted advancement are generally viewed in one of two ways, depending on your particular rating. We speak of a rating as either being "open" or "closed" when referring to advancement opportunity.

Why a particular rating is open or closed can be boiled down to two basic general considerations.

First of all, the manning level is a critical factor. Is your rating overmanned or undermanned in relation to the all-Navy authorized strength for your rating? Authorized strength as approved by the Secretary of Defense is based on budget and defense considerations. And authorized strength, by paygrade, is frequently lower than Chief of Naval Operations requirements by paygrade.

By and large, if your rating is overmanned, advancement opportunity is poor and the rating is considered closed. If undermanned, advancement opportunity is likely to be good, depending on your paygrade. Look at the paygrade just above yours. How is it manned? That is where the real advancement story is.

Second, consider the losses within your rating. Deaths, retirements, separations, and even paygrade losses caused by members being advanced all have a hand in advancement opportunity.

In determining the number of personnel to be advanced, the Chief of Naval Personnel takes all these factors into consideration. The total number to be advanced for the fiscal year, by rating and paygrade, is dependent on the net result of the gains, the losses, the beginning inventory and the end strength for the year, but actual advancements for all ratings cannot raise the all-Navy paygrade strength above authorized strength levels.

If a rating is overmanned and no vacancies exist, a "token" number of advancements will be authorized from test passers because the Navy does guarantee minimum advancement opportunity for every rating regardless of manning. In a rating that has vacancies, but fewer than the number of test passers, those not advanced due to quota limitations receive PNA points which count toward the next examination. The maximum number of PNA points is three per examination and no more than 15 for any one individual. If in the rating and pay grade the vacancies equal or exceed the number of test passers, then advancement opportunity is said to be wide open.

When the number of test passers exceeds rating and paygrade vacancies, advancements go to those with the highest multiple scores or, in the case of master, senior and chief petty officers, those considered best qualified by the selection board.

Consequently, the higher your examination scores and performance evaluations, the greater your personal advancement opportunity will be.

It is impossible to predict the advancement outlook for individuals. But generally speaking, advancement opportunity for the coming year (fiscal year 1975) looks pretty good. If authorized end strength remains at the current level, advancement opportunity to 3rd and 2nd class petty officer should continue to be excellent. Advancement to 1st class will improve considerably over the current fiscal year, while opportunity for advancement to master and senior chief petty officer will remain at about the same level as the current fiscal year.

I hope to have given you a perspective on the enlisted advancement system that is not available in the course manuals and textbooks. It is quite literally *your* advancement system. Get in there and make the system work for you . . . take the exam!

On the Drawing Board:

TRI-SERVICE MEDICAL UNIVERSITY

A tri-service medical university, designed to graduate a minimum of 100 medical students each year and with ultimate capacity of 300 graduates a year, will be constructed in Bethesda, Md., within walking distance of the naval hospital located there. The university is scheduled to be operational by 1978, and the first class should complete studies by 1982.

Students will be selected by processes prescribed by the Secretary of Defense who will emphasize the basic requirement that all candidates demonstrate sincere motivation and dedication to a medical career in the uniformed services. Upon selection, students will be commissioned officers in pay grade O-1 with full pay and benefits. Graduates will be required to serve on active duty for at least seven years. Up to 20 per cent of each graduating class may choose federal health duty in agencies other than the uniformed services.

The site for construction is in keeping with the law's requirement that it be within 25 miles of the District of Columbia. The Bethesda Naval Hospital will be one of three military hospitals in the greater Washington area where medical students can gain clinical experience. Others are Walter Reed General Hospital and Malcolm Grow Air Force Hospital.

Some of the present facilities of the Bethesda Naval Hospital will be razed or converted to other use. A new complex will be designed for medical care.

The new medical-teaching hospital will incorporate the latest in health care delivery design and efficiency of operation. It is expected that the total cost of the hospital and university will be in the range of $200 to $300 million.

The Naval Facilities Engineering Command has been assigned the responsibility for the design and construction of the university and hospital.

Shortage of Denim Fabric Brings About Limited Supply of Dungarees in Stores

The shortage of denim fabric needed for Navy dungarees has reached a critical stage, according to the Navy Resale System Office in Brooklyn, N. Y. As a result, most Navy Exchanges and all ship's stores afloat will not be able to replenish existing stocks and it appears this shortage will continue indefinitely.

The prime contractor which supplies dungarees to exchanges has been unable to obtain denim fabric. Alternate sources of supply have been investigated but none has a sufficient quantity of denim available to meet the need.

The Navy Resale System Office has used every means available to obtain sufficient quantities of the fabric for manufacturing dungarees but the material is just not available. Denim is being used in increasing quantities for such items as upholstery, handbags, book binders and civilian clothes. NAVRESO has successfully negotiated with one manufacturer for limited quantities of dungarees for 10 exchanges in areas where Navymen are concentrated. This supply is expected to last only through April 1974, however. Cost will be higher to meet increased production expenses.

Navy Tests Redesigned Work Uniform Aboard Several Ships and Stations

The Navy work uniform worn by enlisted men for the past two years has been redesigned and is currently undergoing testing by the Navy Clothing and Textile Research Unit (NCTRU), Natick, Mass. Nearly a thousand of the new outfits are being worn under work conditions on several ships and shore commands during six months of field tests. NCTRU, which designs most of the clothing worn by Navymen, restyled the work uniform because of enlisted men's objections to some of its features.

In contrast to the current outfit which has a jumper style shirt with a three-button front opening, the work uniform in its proposed redesign includes a button front shirt with two button-down flap pockets similar in design to the old chambray shirt worn before the current jumper was authorized. The new shirt is tucked inside the trousers and the restyled trousers have flare bottoms instead of the straight legs of the current version.

The material used in the redesigned uniform has also been changed. The new fabric is a polyester-cotton blend which is lighter and more comfortable than the nylon-cotton blend of the present outfit. It also presents a better appearance after laundering, with fewer wrinkles and more shape retention.

The six months' field test to which the redesigned uniform is being submitted is intended to evaluate the acceptability of the new materials, their durability under shipboard work and laundry conditions and the overall utility of the uniform.

Changes Concerning Contact Reliefs Will Affect Officers Submitting Voluntary Resignations

Some changes have been made concerning the voluntary resignation policy affecting officers of the Regular Navy and the Naval Reserve serving on active duty. The procedures are set forth in SecNavInst 1920.3G, dated 6 Dec 1973.

One change concerns contact relief — when a contact relief is not required, an officer who wishes to resign his commission must submit the resignation in time to reach the Chief of Naval Personnel at least four months before the desired effective date. When a contact relief is required, the resignation must reach the Bureau at least six months in advance of the desired effective date. In addition, resignations shall not be submitted to reach the Chief of Naval Personnel more than eight months prior to the desired effective date.

If necessary, BuPers has the authority to delay an officer's resignation up to six months from the date the request is received in order to provide for a relief. The new instruction also provides that commanding officers evaluate, in their forwarding endorsements, the relief requirements.

Naval Research Camera Aboard Skylab IV Records Progress of World's Latest Comet

In January, when comet Kohoutek streaked across the sky at its brightest, a Naval Research Laboratory camera snapped pictures of it from both inside and outside Skylab IV.

The camera had been redesigned for Skylab by NRL men from their original model, used for man's first moon-based space observatory which operated during the *Apollo XVI* mission.

The camera viewed the comet in ultraviolet light which made it possible for scientists to compare Kohoutek's halo with that of other recent comets. Comparison was also possible with the earth's hydrogen geocorona which was photographed from the moon during *Apollo XVI*.

During the Skylab IV Mission, the NRL camera was the only device available to NASA which could obtain images of the comet on a wavelength which included the light from atomic hydrogen.

Two Installations Net $1.2 Million In Timber Sales During Past Year

Forestry is not everybody's idea of a Navy activity, yet the Natural Resources Program managed and executed by the Naval Facilities Engineering Command each year selectively harvests and plants an impressive number of trees. In its management program, the Navy develops methods which improve both the land and its vegetative cover. Soil is stabilized, thereby inhibiting erosion while forage and food for both wildlife and fish are preserved.

Last year, the U.S. Naval Weapons Station at Charleston, S.C., and the Marine Base at Camp Lejeune, N.C. carrying out a forest ecological program, made it pay off in more ways than one. They established a record for individual timber sales within the Navy amounting to a total of $1,201,246.

Proceeds from these and other lumber sales are used to finance planting of tree seedlings to replace the mature timber stands which have become overly dense. In other areas, only selective thinning is necessary to maintain a high level of desirable growing stock.

Naturally, the Navy isn't in the forestry business for its own sake. Navy-owned woodlands improve recreational potential, protect watersheds, provide buffer zones, trap pollutants, reduce noise, produce oxygen and generally improve the aesthetic quality of the landscape. The timber lands benefit both the Navy and the nearby civilian communities.

Profiles of the

Earlier this year, Gerald E. Thomas was selected for flag rank along with 36 other captains and became the second Black officer of the Navy to achieve the grade of rear admiral. He was preceded by RADM Samuel L. Gravely, Jr., who became an admiral two years ago.

RADM selectee Thomas joins the group of flag officers who entered the Navy and achieved their first success by taking advantage of the NROTC college training program.

Some four and one-half decades ago, on 29 Jun 1929, when Gerald Thomas was born, there might have been some indication that he might enter the seafaring life because he was born not far from the sea, in the little town of Natick, Mass., which is slightly more than a stone's throw from Boston harbor and the home of the Navy's oldest ship still in commission, USS *Constitution*.

But after the future admiral graduated from high school, he enrolled at the University of Nebraska — about as far from salt water as it's possible to go in these United States. One year later, however, he had the opportunity to enter Harvard, and it was there that Gerald Thomas became interested in what the

Two Stars for Gerald Thomas

Above: Rear Admiral selectee CAPT. Gerald E. Thomas. Above, left: USS Edson (DD 946), one of the ships of DesRon 9 which is CAPT Thomas' present command. Other ships in DesRon 9 are USS John Paul Jones (DDG 32), USS Ramsey (DEG 2), USS Cook (DE 1083), USS Hammond (DE 1067) and USS Lang (DE 1060).

Navy offered, starting with the Naval Reserve Officer Training Program, from which he emerged in July 1951, with an ensign's commission.

His first sea duty was aboard USS *Newman K. Perry* (DDR 883) where he served as damage control officer, and later as engineering officer. After service in *Perry*, he was assigned to USS *Worcester* (CL 144) as main battery officer and radio officer.

In 1956, the Navy afforded him the opportunity to return to school in Washington, D.C., where Gerald Thomas studied the Russian language. He became sufficiently proficient to qualify as a Russian interpreter, and won assignment to the National Security Agency at Fort Meade, Md.

With his career picking up steam, the young officer was assigned in June 1960 to the radar picket escort ship, USS *Lowe* (DER 325) where he served as executive officer. Two years later, he had his first command at sea aboard USS *Impervious* (MSO 49), an ocean minesweeper then operating in the western Pacific.

In July 1963, the future rear admiral began a stint with the Bureau of Naval Personnel in Washington, D.C., serving as assistant Head of the College Training Program Section in the Officer Promotion Branch. He also assisted in administering the NROTC, Navy Enlisted Science Education (NESEP), Reserve Officer Candidates (ROC), and the Merchant Marine and Chaplain programs. In addition, he was a member of the President's Board for Racial Equal Opportunity. As such, he was responsible for making and helping implement several valuable recommendations for achieving racial equality in the Navy.

Gerald Thomas' career continued to move forward after his assignment with BuPers when he was appointed to attend the Naval War College at Newport. Here he was selected as a distinguished graduate of the School of Naval Command and Staff for the 1965-66 academic year. His achievements led the Navy to enroll him in 1966 to study international affairs at George Washington University (where he received his Master of Science degree).

From 1966 to 1968, he commanded USS *Bausell* (DD 845) while she operated as a unit of the Pacific Fleet. In this period, he was cited for performance during combat operations in southeast Asian waters and was awarded the Navy Commendation Medal.

In 1968, the future admiral went inland again, this time to Prairie View, Tex., as executive officer of the first NROTC unit ever established at a predominantly black college — Prairie View A & M. He later served as CO at Prairie View where he earned the Meritorious Service Medal for outstanding performance.

Before returning to sea, then-Captain Thomas reported back to the campus as a student, earning his Ph. D. degree in Diplomatic History at Yale University.

He assumed command of Destroyer Squadron Nine operating in WestPac in September 1973 and was serving in this capacity when selected for rear admiral.

DesRon Nine, WestPac, and his shipmates throughout the Navy wish him well.

Profiles of the Fleet

PNSN Kati Garner, Navy Diver

She's not just another Navy woman trying to get ahead. Instead, thanks to a lot of persistence, stamina and help, Personnelman Seaman Nancy "Kati" Garner is now a qualified graduate of the Navy's Second Class Diving School located at San Diego.

Kati agrees that her request for the school was a little out of the ordinary. Most people reacted with disbelief, but after six months of submitting special requests and waiting, she received temporary additional duty orders to the scuba phase, a four-week course, at the diving school.

"I've always been athletic," she says. "I looked to diving as a challenge and it certainly was one."

A qualified scuba diver in civilian life, Kati started preparing for her stint at school long before her hopes of becoming the Navy's first woman diver began to jell. She teamed up with Chief Signalman Bob Diecks, a shore-based SEAL and the swimming pool coordinator at the San Diego Training Center. With Diecks coaching, Kati built up her running to three miles every morning, while she continued to swim one-half to three-quarters of a mile daily. Supplied with the UDT exercise program by Diecks to get her in shape, she even started lifting weights no less.

"The school was physically exhausting to say the least," she says. "The only real problem was trying to keep up with the guys on push-ups—there was no slack at all."

At no point did Kati consider giving up. The unique training techniques of the divers which often befuddle the average student didn't bother her, she say, "I was mentally prepared as well as physically."

Left: "Kati" gets help placing her diving insignia after graduating as the Navy's first woman diver. Below: Watching her classmates finish their dives. Right: "Kati" charges scuba bottles. Right, above: "Kati" hoists the diving flag indicating there are divers in the water.

"Chief Diecks helped the most in that respect. Some of the things they have you do seem kind of stupid, but you have to understand the objective. A few times I did get a little mad — once I fell playing leapfrog during PT and cut up my knees pretty bad."

The attitude among her mostly Marine and Air Force schoolmates was, for the most part, very good. "There was a little sarcasm now and then, but the guys were real gentlemen," she says.

Nicknamed "Punk" by her classmates, Kati said she felt her fellow students didn't mind a distaff invasion into what may be considered exclusively a man's domain. "The class spirit helped everyone," she says. "Everyone was equal and when you've got a whole class pulling together, now that's all right!"

What's Kati's future now that she's got the training? Back at her parent command at NTC San Diego, she is contemplating cross-rating. "It seems to be the only thing to do if I'm going to get a diver's billet," she says. Boatswain's mate and engineman have been mentioned as possible rating switches.

Now that she's taken the plunge, how does she feel about other women attempting to enter the Navy's diving world? "Well, the first thing they have to realize is that it's a serious business. I think it would be great if another woman wanted to go to the school, but I think she should be mentally as well as physically prepared for it. It takes your entire mind and body, but it's worth it."

— Story and photos by JO2 Cherie Campbell

Profiles of the Fleet

Glen Elliott, Hospital Corpsman

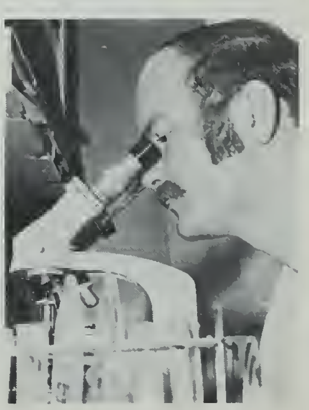
Although four years of college is one of the usual prerequisites to become a naval officer, some men with college degrees choose not to accept a commission. Instead, they enter the service as enlisted men because they can get a particular type of training which interests them. They are responding to a trend within today's Navy which strives to open up educational opportunities, take advantage of previous education and skills and attract and retain men with more education, both in the Navy's officer corps and in the enlisted rating groups.

Hospital Corpsman 2nd Class Glen E. Elliott is such a man. Now serving with the U. S. Seventh Fleet in the Western Pacific, he entered the Navy after teaching high school chemistry for four years. With a four-year tour ahead of him, he could get more education as well as practical experience, ". . . and the Navy's medical program was where I could get it," he said. He could qualify as an officer candidate, but he wasn't eligible for a commission in the Medical Service Corps, so he joined up to get his medical experience in the Hospital Corps.

Glen, who graduated from high school in 1960, holds a bachelor's degree in physiology and also a Bachelor of Arts in secondary education from Oklahoma State University.

In 1969 he closed his chemistry books and headed for bootcamp in San Diego, the first step in his plan to acquire additional medical knowledge and experience, while getting paid.

Left: USS. Oklahoma City. Below HM2 Elliott examines a slide. Above, right: HM2 Elliott fills one of many prescriptions. Far right: HM2 Elliott stands ready while the ship receives supplies underway in the Pacific.



The next few years were spent in the San Diego area where Glen attended Hospital Corpsman "A" School and, upon graduating, was assigned to the Balboa Naval Hospital for seven months.

"By that time," he said, "I knew that I wanted to specialize in pharmaceutical medicine." Glen then attended the 9-month Pharmacy Technician School at San Diego, finishing second in a class of 35.

He was then transferred to the Naval Air Station at Corpus Christi, Tex., for a year's duty. "I really enjoyed it. On my off-duty time, I worked as a pharmacy technician at the local Physicians' and Surgeons' Hospital," recalled Glen.

He is currently a member of the 15-man medical department of USS *Oklahoma City* (CLG5), ComSeventhFlt flagship, where he is one of two specialists in the ship's pharmacy/medical lab who process an average of 700 prescriptions monthly. On a typical day the laboratory staff will perform blood tests, analyze specimen slides and attend to the routine medical needs and administrative workload generated by the ship's 1200-man crew. His training also qualifies him in the use of complex X-ray equipment, operating room techniques, and patient care.

Along with medical training and experience, the Navy has given Glen the opportunity to travel. *Oklahoma City* operates out of Yokosuka, Japan, and spends about 50 per cent of her time visiting nations throughout the Western Pacific. "Since coming aboard in October 1972, I've been to places I thought I'd never see," Glen said. The ship has visited Hong Kong, Singapore, Manila, Thailand, Korea and Taiwan in recent months. Tokyo and other points of interest are just hours away from her home port.

HM2 Glen Elliott — an enlisted man taking advantage of what the Navy has to offer — further education, training, practical experience, and seeing a bit of the world to boot.

— Story and photos by PH1 Tom Green

Profiles of the Fleet

Homeporting Overseas Wins Friends, Neighbors

Homeporting can mean many things to many people. The Gorell family, now with the staff of the Sixth Fleet Commander and homeported in Gaeta, Italy, made their tour something special — not only were they together but they got together with a native Italian family, that of Mimmo and Maria Di Maccio. The results have been beneficial for both.

"We feel very fortunate to be able to learn Italian customs and the language," Linda Gorell says. Linda, her husband Fred, and their son, Jeffrey, have known the DiMaccio family ever since Mimmo came to do some repairs on their apartment before they moved in. "He is a first-rate repairman and Maria is his girl Friday as well as his wife," says Lieutenant Commander Gorell, an assistant public affairs officer with the Sixth Fleet Staff.

From the very beginning, three-year-old Jeffrey was a big attraction with the Di Maccios. Jeffrey was soon picking up enough Italian from Maria and Mimmo that his parents were struggling to keep up their sides of the conversation.

"Maria and Mimmo invited us to their home for some authentic Italian cooking," says Linda. "We loved every minute of it — everything from the great food to the education, learning about people by relaxing with them in their homes. And, of course, Jeffrey enjoyed all the extra attention."

Since the first dinner invitation, the Gorells and the Di Maccios have exchanged visits and dinners in one another's homes many times. Maria and Mimmo spoke no English when they met the Gorell family. Since then they have learned some English, but most of the communications between the families is in Italian.

"Linda and Jeffrey have spent more time with Maria and Mimmo than I have," LCDR Gorell ad-

Mimmo DiMaccio and his wife, Maria, welcome LCDR Frederick Gorell, his wife, Linda, and their son, Jeffrey, for a holiday dinner, complete with homemade wine and cooking tips, Gaeta-style.

mits, "and it shows in their command of the Italian language. I feel that I have learned quite a lot of Italian through our get-togethers with the Di Maccios, but every once in awhile I have to look to Linda for a translation of one of Mimmo's stories."

"There is a fantastic difference in customs, beliefs and traditions between cultures," says Linda. "For example, there is an Italian superstition that if a pregnant woman does not eat a bit of each food she smells, then her baby will be born with a birthmark. As strange as it seemed to me, I have to admit that some 'old wives' tales' from our culture would seem equally strange to Maria."

"We had a great opportunity," LCDR Gorell says, "to see how some Italians live in the remote mountain villages of this country. Maria's parents live in Petina, a small, picturesque mountaintop town south of Salerno, and we were invited to visit them. Jeffrey was especially excited about the trip to Petina because Maria's parents, although very poor, have about 20 goats, a pig, some chickens and a donkey." Jeffrey spent most of the weekend riding the donkey, Rosalina, who didn't seem to mind the extra burden a bit.

"We spent the weekend in Petina and never ate a store-bought thing," he added.

"We lived exactly as Maria's folks did," says Linda, "exactly as the people of Petina have lived for many hundreds of years. We helped with the daily chores of milking the goats and watched Maria's mother turn goat milk into two types of delicious cheese. With milk and cheese from the goats, and a very tasty sausage from the few pigs they raise, they supplemented their diet with fresh fruit and vegetables grown on their own land, and the mother even made her own bread from wheat she grew herself."

LCDR Gorell added that the food was "very simple and delicious. The most interesting part of our trip was to watch and learn about their totally different way of living."

In Gaeta, Linda finds that Maria's shopping tips have helped her find the best values. "I had to buy curtain material for my living room and Maria took me to the local flea market, taught me how to bargain with the merchants and, as a result, saved me about 40 per cent of the first price quoted."

Gaeta is home port for the light guided missile cruiser USS *Little Rock* (CLG 4), on which the staff of the Sixth Fleet Commander is embarked. In this picturesque fishing village, halfway between Naples and Rome, the Gorells have found that they are ideally located for traveling through Italy.

"We are really very close to all the sights of Rome to the north and Naples and Pompeii to the south," Linda says, "and the language and customs we have learned from our Italian friends have helped us to get around and fully enjoy our travels through all of Italy."

Family Assignment

Honolulu, Here We Come

An oft-heard complaint is that Navy duty separates families. Here's one case where the Navy brought a family together — and kept it together.

Della Gibson and Andrew M. Suter were classmates at the first coed class in the 22-year history of the Navy's Officer Candidate School.

The two were graduated and commissioned ensigns at the Newport Naval Officer Training Center in early November. They were assigned, as students, to the Naval Communication School at Newport and were married in November by Navy Chaplain Edward Fallon.

Their first duty assignment when they leave the communication school? Together, of course, at the Naval Communications Station, Honolulu, Hawaii.

NATTC Schoolmaster of the Year

With the dimming of lights, the audience began to focus attention on a teaching platform in the plush motel amphitheater in Olive Branch, Miss. The evening was the climax of months of competition among at least 1000 Navy and Marine instructors. Scores of high ranking military officers and prominent Mid-South education officials were in attendance.

Back stage, contestant Senior Chief Petty Officer Robert E. Burfitt knew that it was too late for any changes in his planned presentation. Then the aviation electronics technician stepped before the judging committee and as a result of his presentation was named NATTC Memphis Schoolmaster of the Year.

Runners-up in the base-wide competition were Petty Officers 1st Class Eric A. Wuellenweber, and for the second consecutive year, William F. Pullam. Although these two were not chosen schoolmaster, they, Chief Burfitt, and everyone who participated throughout the competition were named "winners" by NATTC Executive Officer Commander Paul J. Jenkins.

Entitled "Introduction to Radar," Chief Burfitt's presentation was designed to provide a basic understanding of radar theory and maintenance. In a mere 15-minute and 30-second period, the senior chief introduced a class of beginners to the assurance which radar equipment can provide to pilots aloft in less than perfect weather. He also illuminated the five basic parts of a radar set with a cleverly constructed console which electrically lighted each component as it was discussed.

Described as the essence of radar theory, the "echo principle" was graphically depicted during the senior chief's presentation with a saucer-shaped antenna and a wired-pulley, special effects device. The equipment illustrated how a radar signal was generated outward to contact a flying object and then bounced back to the antenna and displayed on the screen.

Chief Burfitt, a Tennessee native, joined the Navy in July 1957 and has had two tours of duty at NATTC Memphis as a student. He is now assigned to the Quality Assurance Division of the Avionics Technician School, Class (B).

In proving his consistent excellence as an instructor, PO1 Pullam, an aviation structural mechanic safety equipmentman, again reached the Schoolmaster finals. First attaining the honor during the 1972 competition, the petty officer's effort this year dealt with the "Earth's Atmosphere." In defining the four zones which, one atop the other, form our planet's atmosphere, PO1 Pullam equated each one's depth with the distance in miles from Memphis to major cities across America. A 12-year veteran, PO1 Pullam is now serving as an instructor at the AME (A) school.

PO1 Wuellenweber was the third contestant to appear before the judging panel that evening. His presentation was entitled "Caution: Line Graph in Use." Most are familiar with the common line graph, the aviation maintenance administrationman said, but are unaware of the many distortions possible in a poorly constructed one. When correctly utilized, he stressed, a line graph can be used to express any viewpoint if proper care is given to the scales, unit identification and legend. A line graph can be an excellent means of showing a trend of data over a period of time, he said, and if so designed, the comparison of such data.

On his third tour aboard NATTC Memphis, PO1 Wuellenweber is assigned as an instructor in the Data Analysis Course, Class "C".

Intermission that evening meant little to the contestants. It was during this break that the three learned the subject of their topic for the final event — the impromptu presentation. This year the second chapter of the Manual for Navy Instructors, entitled 'The Trainee,' was selected. Each man gave a five-minute presentation on this subject, the judges made up their minds, Chief Burfitt was named the winner, and everyone present went home a little wiser.

—Story by JO3 Jeff Jones
—Photos by PH2 Michael Diehl

CCG Pacific Detachment Alpha – The World's Their Stage

"All the world's a stage," said Shakespeare. Capturing a performance on at least half of that stage are the Navy photographers of Combat Camera Group Pacific Detachment Alfa (CCG Det "A"). Working out of Subic Bay Naval Station on Luzon in the Republic of the Philippines, their territory stretches from the Arctic, across the vast Pacific and to the sweltering jungles of Southeast Asia.

The team was organized during the Korean conflict and operated at that time out of Yokosuka. Three years ago, it was transferred to the Philippines. Members of CCG Det "A" are sent out from San Diego to serve at Subic for six-month periods.

In recent years the film crews have been on the gunline in the Vietnam era aboard carriers, service force and amphibious ships. They have covered "Operation Homecoming" — return of POWs to Clark Air Force Base in the Philippines and photographed "Operation End Sweep" — the Navy's mine countermeasures effort in North Vietnam. The detachment was on hand to film the U. S. rescue efforts during the floods which devastated much of the northern Philippines in 1972.

At one point during "End Sweep," more than two-thirds of the group, two motion picture teams and two still-men, were assigned to cover the operation. They shot more than 6000 black and white still photos, over 4000 color 35mm slides and more than 39,000 feet of motion pictures. Results of their effective work appeared throughout the United States, in newspapers and on network television.

Warrant Officer Franklin R. Hudek, Officer in Charge of Det "A," said, "I remember when we had 10 motion picture crews to handle Vietnam coverage. We needed a lot of men then. However, our manpower needs diminished. Except for the shooting we did on the 'End Sweep' operation, we haven't had a real strain put on us for some time now, but we're ready."

There are times when the crew runs into problems. Photographer's Mate 2nd Class Walter J. Scallan said, "I remember the time we were on a mission to shoot aspects related to Vietnamese culture as background for American advisors. None of us could speak the language, and Vietnamese people are shy about having their pictures taken. They just don't like to be photographed!

"We spent a lot of time with our interpreters and liaison representatives but it paid off."

Det "A" still and movie crews also shoot and document events for local military communities and significant news happenings for the American Forces Radio and Television Network in the Philippines. They also produce training films and visual aids for military forces worldwide.

Because they sometimes have to get in where the action is hot, members of the detachment receive special instructions which prepare them for combat assignments including survival training and weapons indoctrination. Some members are aircrewmen, others are divers. These specialties all add still another dimension to the group's flexibility and vividly illustrate — where there's action, Combat Camera Group Detachment "A" is ready.

GAS LIMIT FOR PCS TRAVELERS WAIVED

The 10-gallon per customer limit at Navy exchange gasoline stations will be waived for people traveling on permanent change of station or temporary additional duty orders. Persons wishing to take advantage of such a waiver should be prepared to show their orders to station attendants when they pull in for gas.

BUPERS SAYS FY 74 PERSONNEL FUNDING PICTURE IS BRIGHTER

The Bureau of Naval Personnel says the Navy's personnel funding picture for the rest of the fiscal year will contain more promotions on time and better duty rotation than in the recent past. Although Navy money in the Department of Defense budget is still scarce, Navy planners say that many of the money-saving procedures have already been put into effect and that the Navy has returned to more normal advancement and promotion patterns and removed most of the constraints on the use of permanent change of station funds that had been imposed as a result of the austere FY 73 PCS funding.

LETTER BOMBS STILL PRESENT WORLD WIDE PROBLEM

The Navy is reemphasizing its earlier warnings to all personnel about the dangers of letter bombs and other terrorist activities and the precautions to be taken against them. Such a bomb was recently received at a naval air station in Europe and was described as black powder, with a battery and wiring all inside a paperback novel. Its origin is unknown. Bomb damage has been recently sustained by U. S. military and civilian vehicles in Europe.

Personnel who come in contact with what they feel may be a letter bomb or some other explosive, should avoid handling, evacuate the area and contact the proper authorities.

EYE STANDARDS FOR SUB DUTY RELAXED

The Chief of Naval Operations has relaxed the eye standards for officer and enlisted personnel assigned to submarine duty. The revised requirements will be the same as those needed for the commission as an unresticted line officer. Interested personnel should check with their medical office.

COMBINED DECK LOG SET FOR 1 JULY

A new log-keeping procedure combining the old ship's deck log and the quartermaster's notebook into a single log will go into effect throughout the Navy by 1 July. The new ship's deck log will continue to document all shipboard happenings, satisfy all legal requirements and provide any necessary historical information. It will also eliminate duplication of log-writing duties. Detailed information on the new log-keeping procedures will be contained in a forthcoming 3100 series OpNav instruction.

RECRUITING FIGURES FOR FIRST HALF OF FY 1974

Navy recruiters reached 95.1 per cent of their overall 52,199-man recruiting goal for all regular Navy and Naval Reserve programs during the first six months of fiscal year 1974. Of that number, 37,413 were male first-term regular Navy enlistees, of whom 84.3 per cent were "A" school eligible, 71.4 per cent were high school graduates and only 3.2 per cent were in the group IV category. The recruiters signed up 2827 women during that period, which was actually 112.2 per cent of the goal.

- TEN PER CENT SAVINGS PLAN COMING TO A CLOSE

The Uniformed Services Savings Deposit Program, which allowed overseas servicemen to earn 10 per cent interest on savings accounts, will be phased out by 30 Jun 1974. No new accounts, cash deposits or deposits by allotment, have been accepted since 31 March. Any request for emergency withdrawal after 31 May will be considered a request for final settlement of the account, and interest on all accounts will cease on 30 June. Payments on accounts will be made as soon as possible after the final date. Accounts of missing-in-action personnel are not affected by this phase-out. Alternate savings plans, such as purchase of U. S. Savings Bonds, are encouraged.

- RESERVE OFFICERS ELIGIBLE FOR CIOR COMPETITION

Naval Reserve officers on active or inactive duty are eligible to compete for berths on the 25-man team which will represent the United States at the Interallied Confederation of Reserve Officers (CIOR) military competitions on 21-27 Jul 1974 in Oslo, Norway. The team will compete in events involving shooting, utility swimming, obstacle courses, distance estimation, first aid, grenade throwing and military orienteering (cross-country navigation on foot). Applications for the competition should be submitted by 25 April. Details can be found in BuPers Notice 1710 of 21 Feb 1974.

- DEPLOYED SHIPS GET RADIO TAPE SERVICE

A new radio programming service for all deployed or overseas homeported ships and submarines is now available upon request through CHINFO. The new service consists of 14 seven-inch reels of prerecorded tape that will be mailed to all eligible ships. Each reel of tape contains six hours of AFRTS radio programs. This new service will enable even small ships to have several types of current, popular radio shows.

- FOREIGN COUNTRY DIVORCE DECREES

The legal experts have sounded a note of caution to personnel contemplating a foreign divorce. Foreign divorce decrees are subject to challenge not only on the basis of jurisdiction but also on a wide range of other factors. Thus, it is possible or even likely that a divorce of two United States citizens in a foreign country may not be recognized in many states even though one or both citizens were bona fide residents of the foreign country at the time the divorce decree was granted.

Such decrees in the absence of any additional U. S. courts actually affirming the decree, may adversely affect military personnel. For example, the foreign divorce may not be recognized for establishment of new allowances based on a subsequent marriage, and may also raise questions regarding the termination of existing allowances to the "former" spouse until there is a clarification of the marital status by a court of competent jurisdiction.

In each individual case, if there is any doubt as to the effect of a foreign divorce, consult your legal assistance officer.

- NAVYWIDE EFFORT ENCOURAGES CAR POOLING

As a means of conserving fuel, the Navy has moved to restrict individual parking on federally owned land or leased parking areas. According to a message from the Chief of Naval Operations, individual parking has been limited and commands have been instructed to implement car pooling programs. Exempted categories include spaces for severely handicapped, top executives, persons with unusual working hours, commissary, exchange or other similar customer service parking, spaces in family housing areas and spaces for people residing aboard ships or in BEQ/BOQ facilities. Detailed instructions on parking will be issued by individual commands.

- NO NEW EARLY RELEASES NEEDED FOR REST OF FY 1974

The Secretary of the Navy has announced that neither the Navy nor the Marine Corps will be required to release any personnel early on a general basis -- voluntary or involuntary -- during the rest of the fiscal year. SecNav said Navy planners had anticipated manpower cuts imposed on the service by Congress for the remainder of the year and, consequently, no general early release programs for either officers or enlisted were needed.

- FY 74 CNO SAILORS OF THE YEAR NOMINATIONS DUE 6 MAY

Competition for selection of nominees for the Atlantic Fleet, Pacific Fleet and Shore Sailors of the Year is now in progress. Names of nominees must be received by the Chief of Naval Personnel by 6 May 1974. All personnel in paygrades E-4, 5 and 6 (except recruiter canvassers) are eligible for selection. The three winners will receive a meritorious promotion; an expense-paid trip with dependents to Washington, D. C. for the promotion ceremonies in July; five days R & R at a CONUS location of their choice; and the choice of duty as assistant to their MCPOF or, for the shore sailor, as assistant to the MCPON or the MCPOC of the Naval Education and Training Command. Details of the competition are given in BuPersNotice 1700 of 2 Mar 1974.

- GOLD WORK CAP INSIGNIA NOW AVAILABLE AT MOST EXCHANGES

The metal work cap insignia with gold chevrons for persons who are authorized to wear gold service stripes, is now in stock at most Navy exchanges, according to the Navy Resale Office in Brooklyn, N.Y.

- INPATIENT DEPENDENT MEDICAL PER DIEM

The inpatient dependent medical care daily rate in military hospitals has been increased from $1.75 to $3.50. (By way of comparison, the daily rate in many civilian hospitals is at least $100.) The rate increase also affects the cost-share requirements for dependents of active duty members under the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS). The decision for an increase follows recommendations that the minimum charge should be adjusted upward periodically to take into account adjustments in military pay. CHAMPUS patients hospitalized for seven days or less are not affected by the increase.

- CHECK-TO-BANK PLAN PUSHED FOR TRANSFEREES

Anyone being reassigned should consider the advantages of having his check sent directly to a commercial bank. That way, according to Navy officials, one's pay continues to be deposited, whether he is en route on a permanent change of station or assigned temporary duty. With the check-to-bank plan, one does not have to resort to casual payments which are often inconvenient to obtain and may take considerable time to get entered on the pay record.

- FIRST-TOUR SEA DUTY FOR PERSONNEL CONVERTING TO SEABEE RATES

Individuals requesting conversion to a Seabee rating must now spend an initial assignment with a Naval Mobile Construction Battalion on a sea duty assignment immediately after becoming members of the Seabees, even though they may be eligible for a tour of shore duty.

This latest ruling, an April change to the BuPers Manual, relates to the BU, UT, CE, EA, EO, CM and SW ratings.

- BUPERS TO INITIATE ALCOHOL STUDY

A formal research project to study the nature and extent of drinking practices among Navy people has been scheduled to begin this month by the Bureau of Naval Personnel. The survey will be conducted by questionnaires, which will be completely anonymous and which will be mailed to some 10,500 Navy men and women, both officer and enlisted. The study is designed to give insight into the drinking patterns of individuals and help the Navy to design programs of prevention and treatment of alcoholism.

- S-3A "VIKING" AIRCRAFT NEWEST MEMBER OF FLEET

The new S-3A Viking antisubmarine warfare aircraft has become the newest member of the naval air fleet. The S-3A is a highly advanced, carrier-qualified jet designed to replace the older, propeller driven S-2 Tracker, the Navy primary carrier-based submarine hunter for nearly 20 years. The Viking carries a four-man crew, can cruise at speeds up to 370 knots, can range 700 miles from its carrier, and can remain airborne for nearly eight hours without refueling.

- NAVY VILLAGE NAMED FOR FIRST POW NAVAL AVIATOR

Family housing aboard the Naval Air Station, LeMoore, Calif., has been named "Alverez Village" in honor of Lieutenant Commander Everett Alverez, Jr., the first naval aviator to be taken prisoner by North Vietnam and the longest held prisoner of war in North Vietnam.

ARE YOU ELIGIBLE?

State Bonuses for Vietnam Veterans

Ohio and West Virginia have become the two latest states to authorize bonus payments for Vietnam veterans, making a total of 15 states, plus the Territory of Guam, which have enacted such laws.

Since the signing of the Vietnam cease-fire agreement of 27 Jan 1973, cutoff dates for bonus applications have been established in several of these states, including Delaware which set a deadline of 28 Mar 1974. The following is a rundown on the 14 remaining bonus laws which are still open for applications:

- **Connecticut** — Under the Connecticut bonus law, you must have been a legal resident of the state on 1 Oct 1967, must have been a resident for at least one year before entering active duty, and must have had at least 90 days of active duty between 1 Jan 1964 and a date which is determined to be the end of the Vietnam conflict. The bonus is figured at the rate of $10 for each month of active duty in the specified period, up to a maximum of $300. There is also a provision for payment to survivors of deceased veterans.

Information and forms may be obtained from: Veterans Bonus Division, State Treasurer's Office, 20 Trinity St., Hartford, Conn. 06115.

- **Guam** — To qualify as a Vietnam veteran for purposes of the Guam bonus, you must have served on active duty for more than 90 days between 5 Aug 1964 and the end of the Vietnam conflict, and you must have been a resident of Guam immediately before entering active duty. Payment will be made at the rate of $30 a month for each month of active duty, with a maximum payment of $720. If an individual who would have been entitled to the bonus is deceased, payment will be made to survivors. Applications must be submitted not later than two years after the date determined by Presidential proclamation or concurrent resolution of the Congress as the date of the termination of the Vietnam conflict.

(Incidentally, the territory of Guam is still accepting bonus applications from World War II and Korean veterans who meet the eligibility requirements. However, the application deadline is 1 Jul 1974.)

For information, contact: Veterans Affairs Officer, Office of Veterans Affairs, Veterans Bonus Division, P. O. Box 3279, Agana, Guam, 96910 or Congressman Antonio B. Won Pat, Room 216, Cannon House Office Building, Washington, D. C. 20515.

• **Illinois** — To apply for the Illinois bonus you must have served on active duty on or after 1 Jan 1961, and you must have been awarded the Vietnam Service Medal. You must also have resided in the state for at least 12 months immediately before entering active duty. The bonus is set at $100, except that a beneficiary of an Illinois service member who was killed in Vietnam, or who dies from causes connected to his Vietnam service, may receive a payment of $1000.

For information and forms, write: Illinois Veterans Commission, Vietnam Compensation Fund, 221 W. Jefferson St., Springfield, Ill. 62705.

• **Indiana** — For the Indiana bonus, you must be on active duty or have been honorably discharged, must have been a resident of the state for at least six months before entering active duty, and must be entitled to either: The Armed Forces Expeditionary Medal for service in Southeast Asia between 1 Jul 1958 and 3 Jul 1965 or the Vietnam Service Medal for service in Southeast Asia between 4 Jul 1965 and 28 Mar 1973. Bonus payments will be $200, except for eligible individuals with a disability rating of 10 percent or more, in which case the payment will be $500. If an individual otherwise fully eligible was killed while serving in the Armed Forces, the payment to the next of kin will be $600.

Cutoff date for applications is 28 Mar 1976. Contact: Indiana Department of Veterans Affairs, Vietnam Veterans Bonus Division, 707 State Office Building, Indianapolis, Ind. 46204.

• **Iowa** — To qualify under the Iowa law you must have had at least 120 days of honorable duty as specified below, must have been a legal resident of the state for at least six months immediately before entry on active duty and must meet the following:

If your service was between 1 July 1958 and 4 Aug 1964, you must have earned the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam), or otherwise be able to prove Vietnam service. Payment will be made at the rate of $17.50 for each month in the Vietnam service area, not to exceed $500. Only time spent in the Vietnam service area is compensable.

If you served between 5 Aug 1964 and 30 Jun 1973, and earned the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) or can otherwise prove Vietnam service, payment will be made at the rate of $17.50 for each month spent in the Vietnam service area and $12.50 for each month not spent in the Vietnam service area, with the bonus payment not to exceed $500.

For service between 5 Aug 1964 and 30 Jun 1973, if you did not earn either the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam), payment will be made at the rate of $12.50 per month, with total payment not to exceed $300.

Survivors of eligible veterans who died of non-service-connected causes may be paid the same compensation to which the veteran would have been entitled if he were still living. For individuals who are disabled from service-connected causes or the survivors of those deceased from service-connected causes incurred during a period and in the area for which compensation is payable, payment will be made at the maximum rate. Cutoff date for making applications is 30 Jun 1977. Contact: State of Iowa Vietnam Service Compensation Board, State Capitol, Des Moines, Iowa 50319, the County Recorder for your county or any veterans organization in Iowa.

State Bonuses

• **Louisiana** — The requirements are that you must have served in the Vietnam combat area between 1 Jul 1958 and 28 Mar 1973 and must have been a citizen of the state at the time you entered military service. The payment is $250 regardless of length of service.

The law also makes provision for payments to survivors — $1000 if the service member's death occurred as a result of military service in the Vietnam combat area and $250 if the cause of death was unrelated to Vietnam service.

For information, contact: Department of Veterans Affairs, Vietnam Bonus Division, 3rd Floor, Old State Capitol, Baton Rouge, La. 70801.

• **Massachusetts** — For this bonus you must have had six months' active duty between 1 Jul 1958 and 1 Apr 1973, and you must have been a legal resident for at least 6 months immediately before entering the service.

Career officers must have at least three years' continuous service after 1 Jul 1958. Career enlisted men and women must have completed at least three years' service after 1 Jul 1958 and must have completed their first enlistment. Those career officers and enlisted members whose active service began before 1 Jul 1958 must have had at least six months' legal residence in the state before that date.

The bonus payment is $300 for those whose duty included the Vietnam theater and $200 to all others, Survivors may receive payment in the event an eligible service member or veteran dies before payment. Contact: Commonwealth of Massachusetts, State Treasurer, Bonus Division, Room 227, State House, Boston, Mass. 02133.

• **Minnesota** — The Minnesota bonus law requires that you must have been a resident of the state for at least six months before entry on active duty, and you must not be eligible for a bonus from any other state. Payment will be made at the rate of $15 per month for both domestic and foreign service, up to a maximum of $300. Individuals entitled to either the Armed Forces Expeditionary Medal for service in Vietnam or the Vietnam Service Medal will receive an additional $300 for a maximum payment of $600.

An individual who was a prisoner of war or missing in action will receive a payment of $1000. Beneficiaries of veterans who died of service-connected causes or as Vietnam casualties will receive $1000 regardless of the length of service involved.

The period of active duty must have been between 1 Jul 1958 and 27 Jul 1973 for holders of the Armed Forces Expeditionary Medal for service in Vietnam or holders of the Vietnam Service Medal. Payments for domestic service and non-Vietnam foreign service will be restricted to the period between 5 Aug 1964 and 27 Jan 1973. Contact: Commissioner of Veterans Affairs, Vietnam Bonus Division, Veterans Service Building, St. Paul, Minn. 55155.

• **North Dakota** — To apply, you must have had at least 60 days of active duty between 5 Aug 1964 and 28 Jan 1973, and you must have been a legal resident of the state for at least six months before entering the service.

Bonus payments are calculated at the rate of $12.50 for each month of stateside service and $17.50 for each month of foreign duty, up to a maximum of $1600. The law also provides that, if the individual dies while on active duty during a period of hostilities, his beneficiary will receive an amount of not less than $600.

The deadline for receipt of applications is 27 Jan 1976. Forms and information are available from the Adjusted Compensation Division, Box 1817, Bismarck, N. Dak. 58501.

• **Ohio** — For this bonus you must have been a resident of Ohio before entering active service and must not be eligible for a bonus from any other state. Any payment shall be doubled if the bonus is taken as educational assistance by the veteran.

Payment will be at the rate of $20 per month for

Vietnam service, $15 per month for other foreign service, and $10 per month for domestic service, with a maximum cash amount of $500. The $500 maximum will be paid to veterans discharged or retired due to combat-related disabilities sustained in Vietnam service, and $1000 compensation shall be paid to survivors of persons who died in Vietnam service, or to individuals or beneficiaries of individuals who were missing in action or held in enemy captivity.

The period of active duty must have been between 28 Feb 1961 and 1 Jul 1973 for Vietnam service, and between 5 Aug 1964 and 1 Jul 1973 for other service. The address of the administering agency has not yet been announced.

• **Pennsylvania** — To qualify for the Pennsylvania bonus you must have served on active duty in the Vietnam theater of operations, be eligible for the Vietnam Service Medal, and must have been a legal resident of the state upon entry into the armed forces. The eligibility period runs from 1 Jul 1958 to 28 Mar 1973. The application deadline is 28 Mar 1975.

Payment is computed at the rate of $25 per month or major fraction of each month spent in the Vietnam theater of operations. Payment is not based on (or computed like) hostile fire pay, but time spent in military hospitals as a result of wounds, injury or diseases contracted in the Vietnam theater of operations is compensable. Maximum payment is $750. Eligible beneficiaries of individuals who died of wounds or a disease contracted in Vietnam as the result of service in the Vietnam theater of operations may receive up to $1000. For details, contact: Commonwealth of Pennsylvania, Vietnam Conflict Compensation Bureau, Harrisburg, Pa. 17120.

• **South Dakota** — For the South Dakota bonus you must have had service in Vietnam between 1 Jul 1958 and 4 Aug 1964, or must have had at least 90 days of active duty in the Armed Forces after 5 Aug 1964 and before 1 Apr 1973. Payment will be made at the rate of $20 per month for actual time spent in Vietnam and $10 per month for service elsewhere. Maximum payment is $360 for individuals with no service in Vietnam and $500 for those with service.

Certain disabled Vietnam-era veterans may collect a maximum bonus, without regard to a time period, if the veteran had, as of 1 Jul 1972 or later, a disability rated at 10 per cent or more, which was incurred while on active duty in the Vietnam area anytime from 1 Jun 1958 to 1 Apr 1973. The individual must have received, or been eligible to receive, the Vietnam Service Medal. Provision is also made for payments to survivors.

For information contact: Director of South Dakota Veterans Department, Old Post Office Building, Pierre, S. Dak. 57501.

• **Vermont** — The Vermont bonus is paid only for enlisted service. To qualify you must have served on active duty in an enlisted grade after 5 Aug 1964 and before 1 Apr 1973, and you must have resided in the state before entering active duty. Payment is at the rate of $10 per month, for a total of not more than 12 months. In the case of an enlisted man or woman who died while in the service, the spouse or next of kin will receive $120. To apply, contact: Military Department of Veterans Affairs, State Veterans Affairs Office, City Hall, Montpelier, Vt. 05601.

• **West Virginia** — Under the West Virginia bonus law, recently approved by the voters in a referendum, you must have at least 90 days' active service, and you must have been a legal resident of the state for at least six months immediately before entering active duty.

If you received the Vietnam Service Medal or the Armed Forces Expeditionary Medal (Vietnam) you can be paid up to $400. Payment for this service is figured at the rate of $20 a month for each month after 1 Aug 1964. If you served after 1 Aug 1964, but did not qualify for either of those medals, your payment would be figured at a rate of $10 a month for each month of active service, up to a maximum of $300.

Survivors, in cases where death occurred as a result of Vietnam service, are entitled to a payment of $500.

The office which will process bonus applications has not yet been established, and the first cash payments are not expected to be made until late 1974 or early 1975.

U.S. SAVINGS BONDS

. . . a most secure way to save

With cost of living on the continuous upswing, can you really afford to save?

The answer still is, yes.

You may look confidently toward buying a new econo-car, seeing your kids through college, or putting a down payment on that dream house someday. You may even plan to supplement your retirement income when the time comes.

What's the secret?

U.S. Savings Bonds — one of the most secure ways to save, as some 23 million Americans can attest. Not only is it safe, but also it's easy, especially through the payroll savings plan, available to all Navy men and women. The plan enables you to set aside automatically even less than $5 a payday, if you wish, toward the purchase of Series E Bonds.

What makes this savings program especially attractive today are two improved features:

- An increased interest rate.
- A shorter maturity period for Series E Bonds.

The interest rate jumped from five and one-half per cent to a full six per cent on bonds held to maturity beginning 1 December last year. That maturity period was shortened, also beginning on that date, from five years, ten months, to just five years.

If you already hold Series E or Series H (income) Bonds purchased before last December 1st, their yields have also improved by one-half of one per cent since December, as have any outstanding Freedom Shares purchased in conjunction with E Bonds from 1967 to mid-1970.

There have been no changes made in the issue value of Savings Bonds. E Bonds still may be bought in denominations of $25, $50, $75, $100, $200, $500 and $1000, whereas H Bonds sell for $500, $1000 and $5000. The corresponding issue prices (the price you pay) for E Bonds, as listed above, remain at $18.75, $37.50, $56.25, $75, $150, $375 and $750, respectively.

For payroll savings, you may arrange to have the amount — say $18.75 for a $25 E Bond — set aside on a monthly or quarterly basis. On a monthly basis, funds are set aside equally from each pay day and equally for each month on a quarterly basis. The issue date of a bond, by the way, is the first day of the month in which payment is received by the issuing agent or your disbursing officer.

Individuals who do not take advantage of the payroll savings plan may buy bonds either over the counter in any bank, savings and loan associations or other local sales agencies, or by mail. Federal Reserve Banks and branches, and the Office of the Treasurer of the United States, Securities Division, Washington, D.C. 20220, issue bonds by mail.

Besides the rate of increase and shorter maturity benefits, bond buying offers several other favorable features, such as tax advantages. Savings bonds are exempt from state, local and personal property taxes; there are also bonus federal tax benefits for retirement and education plans:

- Retirement Plan — Because interest need not be declared yearly, taxes may be deferred until after retirement when you're in a lower tax bracket. Meanwhile, your savings grow at a faster rate. Especially attractive is the tax-free exchange of E-Bonds for cash-yielding H Bonds.
- Education Plan — As a parent, you may buy bonds in your child's name listing yourself as beneficiary (not as co-owner), then after the first year, you file a tax return in the child's name, declaring interest as income. Thereafter, no further returns are necessary so long as interest and income do not exceed $1750. The bonds just stack up. Then, when college-time rolls around, the bonds may be cashed tax free.

There is also the advantage of not being severely penalized should you choose to cash in a Savings Bond any time after 60 days from date of purchase or before it reaches maturity. Money invested in municipal bonds, for example, is not always so protected.

Interest on Series E Bonds is paid by gradual increase in redemption value. That is, they earn four and one-half per cent the first year, increasing on a graduated scale until the six per cent rate is reached at five years maturity. Series H Bonds also return six per cent when held to maturity which is ten years. They earn five per cent the first year, 5.8 per cent the next four years and six per cent the second five years.

There are two sound methods helpful in using Savings Bonds as retirement income. One is based on purchase of Series E Bonds only and leans toward the short-term or late-start case, whereas the second method is based on use of both Series E and H Bonds, and is geared more toward long-range planning. Of course, the first method may also be used for long-range purposes. For example, suppose you buy Series E Bonds during your wage-earning years and simply set them aside to mature. When you retire, you may cash the bonds as needed to supplement your retirement income, reporting only the interest as income on your federal tax return together with your retirement income figure. Remember, your bond interest is exempt from all state and local income taxes.

An example of the second method using both Series E and H bonds follows:

Let's assume you are about to begin your second enlistment and have decided to arrange for a payroll savings account. You want to buy a $100 bond each month for the next 15 years while on active duty by having $37.50 each pay day set aside. A quick tabulation shows an accumulation of $21,397 (of which you contribute just $13,500). At the approach of your saving goal, your next move is to convert these E Bonds into H Bonds which will provide for a semiannual cash return of interest income. However, since H Bonds are sold in multiples of $500, you must increase your bond worth to $21,500 by adding $103 in cash. Of this total, $7897 represents accrued interest which is nontaxable at the time you exchange the E Bonds for H Bonds.

Under the H Bond program, your average monthly income for the 10 years your bonds are working toward maturity, would be $108.86, compared to your initial monthly investment of $75. Meanwhile, your compounded $21,500 remains intact and may be reinvested for continued income as you desire after your H Bonds mature. Incidentally, you would not pay any tax on your accumulated E Bond interest — that $7897 — until your H Bonds reach final maturity or are redeemed. At such time, your tax payment would be based on your retirement income rather than on your wage-earning income.

There you have it, a few of the benefits received when buying savings bonds:

- Tax advantages.
- Retirement security.
- Education security.
- A safe savings program not subject to ups and downs of changing market conditions.
- An emergency fund source.
- An investment in America's future, helping to serve people across the country, while contributing to the security of your own future.
- For these and other reasons, savings bonds offer a convenient, easy and sure way to save year-round, especially through small payroll savings set aside each payday for the purchase of savings bonds. And rather than carry your bonds around in your seabag, you can arrange to have them deposited for safekeeping by the Navy Finance Center in Cleveland, Ohio.

See your disbursing officer today about applying for a membership in the Payroll Savings Plan during the 1974 Federal Savings Bond Campaign.

Can you really afford otherwise?

HOW PAYROLL SAVINGS GROW

RETIREMENT PLAN

Buy an E Bond each month for 15 years at:	Your Original Investment	Interest from E Bonds	In 15 years your 180 Bonds will be worth	Exchange your E Bond for H Bonds*	Average monthly H Bond interest for 10 years**
$ 18.75	$ 3,375	$ 1,974	$ 5,349	$ 5,500	$ 27.85
37.50	6,750	3,949	10,699	11,000	55.70
56.25	10,125	5,923	16,048	16,500	83.54
75.00	13,500	7,897	21,397	21,500	108.86
150.00	27,000	15,794	42,794	43,000	217.72

*Adding necessary cash to bring amount exchanged to next multiples of $500.

**And your principal is still intact (Table assumes 6% interest rate if held for 5 years and 6% per annum compounded semi-annually thereafter and that per cent E-for-H Bond exchange offer will continue).

EDUCATION FUND

At Start of Savings Plan Child's Age is:	Value of E Bonds at Age 18 through monthly investments of:			
	$18.75	$37.50	$56.25	$75.00
At birth	$7,125	$14,249	$21,374	$28,498
1 year	6,497	12,995	19,492	25,990
2 years	5,906	11,813	17,719	23,626
4 years	4,824	9,648	14,472	19,297
6 years	3,863	7,725	11,588	15,450
8 years	3,008	6,016	9,024	12,033
10 years	2,249	4,498	6,747	8,996
12 years	1,575	3,149	4,724	6,299

ISOLATED DUTY.....

The thought of overseas duty often brings to mind places like Naples or Yokosuka — big bases with many facilities. However, there are many small, isolated duty stations which don't have large commissaries, exchanges or hospitals — stations like communications centers, air facilities, and the numerous support activities. All are as important as their big sisters, and manning them is just as vital.

In order that isolated overseas areas are manned as fully as possible by volunteers, Navy men and women are offered an opportunity to request such duty, some of which is the finest in the world, and take advantage of the many benefits that are offered.

Basically, there are four types of overseas duty tours: accompanied, unaccompanied, "all others," and differential. By accompanied we mean those tours in areas where you are authorized to have your dependents accompany you under command sponsorship. Unaccompanied tours refers to those tours for single Navy men and women or where command sponsorship of dependents is not authorized. "All others" tours pertain to tours where you are not accompanied by your dependents (although you were authorized to have command sponsorship) or where you will be serving a shorter tour than prescribed because your EAOS expires before your tour would otherwise be completed. Differential tours apply only to those individuals already serving on either an "all others" tour or aboard a ship or afloat staff overseas on an unaccompanied tour. Ordinarily, these tours will be for no less than 12 months, nor longer than the length prescribed for an "all others" tour.

Among the several benefits offered to those who choose on their duty preference cards to serve isolated tours are:

- If you complete an "all others" or differential tour at any of the areas listed below you will be authorized 60 days' delay (to count as leave) in reporting to your next duty station, providing no excess leave is involved. If you are sea-duty eligible, you will not normally be assigned directly to units scheduled to be on extended deployment within three months of your reporting date.
- If you receive orders to an unaccompanied area in list A and your family lives in CONUS Navy housing at the time you get your orders, they may remain in those quarters while you are away during your tour.
- Enlisted personnel (with the exception of CTs, OTs, construction ratings and those transferred for the good of the service) who complete at least 12 months in an unaccompanied tour in List A will be guaranteed reassignment to their former geographic location or nearest activity to it if a billet is open there.
- Enlisted personnel, with the same exceptions given above, who complete an unaccompanied or accompanied tour of at least 12 months in an area in List B will be guaranteed reassignment to one of three naval districts of their choice, if shore-duty eligible. If sea-duty eligible, you will be guaranteed reassignment to one of three ship or squadron choices, or one of three homeport choices. In either case you must have 24 months' obligated service and a valid billet must be open for you.
- Reduced air fares on commercial flights are available for military personnel and their dependents stationed overseas. This low-cost, reserved-seat transportation (on regularly scheduled airlines) enables you and your dependents to fly back to CONUS to visit home, or dependents in CONUS to fly overseas to visit you. The destinations of these flights are to foreign cities which are often close enough to isolated areas to be accessible by government transportation.

Duty at an isolated overseas station can be unusual and interesting. If you would like to request it see BuPersInst 1300.41B for details.

DUTY STATION LISTINGS

List A (Unaccompanied)

Bahamas
  Grand Bahama
  Turks
  Caicos
Diego Garcia
Ethiopia
  Harar
  Massaua
Greece
  Souda Bay (Crete)
Malaysia
Philippine Islands
  Paracale (Luzon)
Korea
  Seoul
  Pyongtaek (only CTs)

Ryukyus Islands
  Isolated Areas
Taiwan
  Isolated Areas
Thailand
  Sattahip
  U-Tapao
  Udorn
  Nakhon Phanom
  Nam Phong
Turkey
  Sinop
  Istanbul
OCEANOUNITS one through five

List B (Accompanied/all others)

Alaska
  (all areas excluding Anchorage and Fairbanks areas)
Bahrain Island
Egypt
Iceland
India

Kwajalein
Midway
Sardinia
  La Maddalena

Note: All Navy personnel on unaccompanied tours with Fleet Marine Forces in isolated areas in lists A and B are also eligible for all benefits.

List C (Accompanied)

Aruba
Australia
  Alice Springs
  NW Cape
  Woomera
Azores
Bahamas
Bolivia
Burma
Cambodia
Canada
  Argentia (Newfoundland)
  Shelburne (Nova Scotia)
Ceylon
Cuba
Cyprus
Ethiopia
Germany
  Todendorf
Gibraltar, B.C.C.
Greece
  Crete (except Souda Bay)
Guam (some areas)
Indonesia
Iran
Iraq
Italy
  Sigonella
Ivory Coast
Korea
Laos
Liberia
Malta
Morocco
Nepal
Nigeria

Pakistan
Panama
  Galeta Island
Philippine Islands (some areas)
Puerto Rico
  Ponce
  Isabela
Saipan
Sardinia
Saudi Arabia
Senegal
Spain
  Cartagena
  El Ferrol
Taiwan
Thailand
  Bangkok
Tunisia
Turkey
  Ankara
  Golcuk
  Incirlik CDI
  Izmir
United Kingdom
  St. Mawgans (England)
  Londonderry (Ireland)
  Holy Loch (Scotland)
  Macrihanish (Scotland)
  Thurso (Scotland)
Uruguay
West Indies
  Antigua
  Aruba
  Barbados
Yugoslavia
Zaire (formerly Congo)

In addition attache billets (officers only) are available in the following isolated areas:

Aden
Afghanistan
Bulgaria
Cameroon
Chad

Czechoslovakia
Ecuador
Ghana
Hungary

Poland
Rumania
Rwanda
Somali

Sudan
Syria
USSR
Yemen

letters

Proper Signature on Letters

SIR: I recall seeing a directive several years ago which instructed that an officer's name, rank and service should be given beneath his signature as follows:

LT J. JONES, USN.

The majority of the officers now seem to use:

J. JONES
LT, USN.

Which method is correct? — LCDR D.W.D.

• *It depends on the type of letter you are writing. In a standard naval letter or memorandum, neither form is correct because the rank/service designation beneath the signature line is not used at all. The Department of the Navy Correspondence Manual (SecNavInst 5216.5B) explains this and gives examples in chapter III, section 22, page III-7, and in exhibits on pages IX-2, and 3, and 10 to 16.*

In a business-form letter, the two-line block is preferred. Chapter VI, section 13, page VI-2 explains, and exhibits on page IX-20 and 21 show examples. – Ed.

Obtaining MUC Ribbon

Sir: While I was serving on board USS *Montrose* (LPA 212) the ship was awarded the Meritorious Unit Citation with the Vietnam Gallantry Cross with palm. I would appreciate it very much if you could inform me how I can obtain this medal. — YN1 T. G. L.

• *The Republic of Vietnam Meritorious Unit Citation (Gallantry Cross Medal color with palm) consists of a ribbon bar only. The ribbon bar is not stocked by the Navy Department. It may be purchased from most commercial shops selling military supplies.* – Ed.

More Reserve Articles

Sir: I wish to take this opportunity to inform you how much I enjoyed your December 1973 issue and how much, I'm sure, Reservists in general enjoy your publication. It helps keep us abreast of what is going on in the Navy and when articles are printed about the Reserve, it helps others to know what we are doing.

I especially want to comment on the cover photo, Ice Cave, by PH3 William Curtsinger; it's fantastic, and the color could not be more attractive.

It was also interesting to see that old bedsteads were used for concrete reinforcing in the patio slabs in your "Remodeling the Old Barracks" article. Although not normally recommended by Seabees, the frames are of more benefit there than in the dump.

Again, thanks, and keep up the good work in '74. — CDR R.F. York, CEC, USNR-R.

• *And our thanks to you, commander, for those kind words. We are indeed interested in the activities of our Naval Reservists, and take pleasure in our association with them around the world. It is most encouraging to the members of the staff to receive comments like yours – particularly since they represent the opinion of a dedicated Seabee officer like yourself.* – Ed.

Computing Time in Grade

Sir: When exactly does time in grade begin for advancement purposes for frocked E7s, 8s and 9s?

— RMC D.E.E.

• *Time in rate will normally be computed as 1 October for E-7s and 1 July for E-8s and E-9s subsequent to the date of examination–see articles 302.11.5 and 811 of BuPersInst 1430.16 (*ADVMAN*). Time in rate for each exam cycle is also contained in the advancement letters promulgated by the Naval Education and Training Program Development Center, Ellyson, Pensacola, Fla. 32509.* — Ed.

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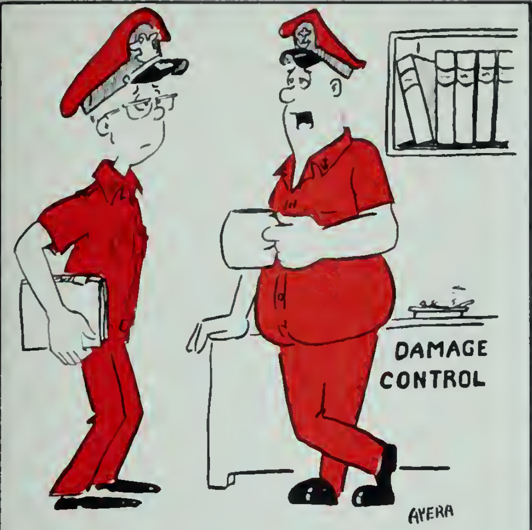
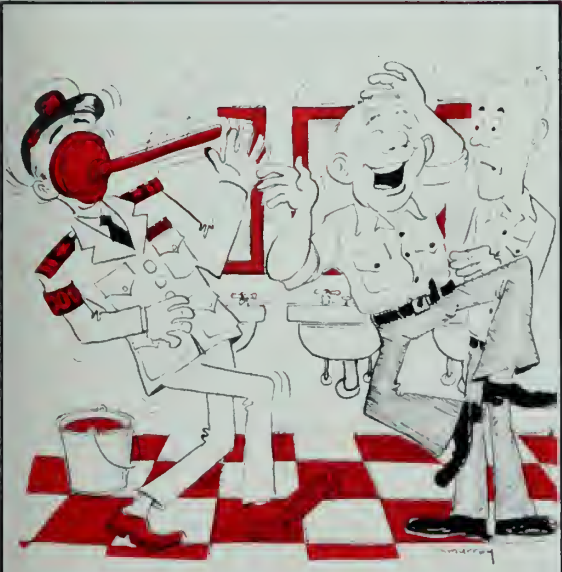
YNC Gerald M. Avera



"No sir, I don't think salt water will have a corrosive effect on your water bed . . . but don't get any on your electric blanket.

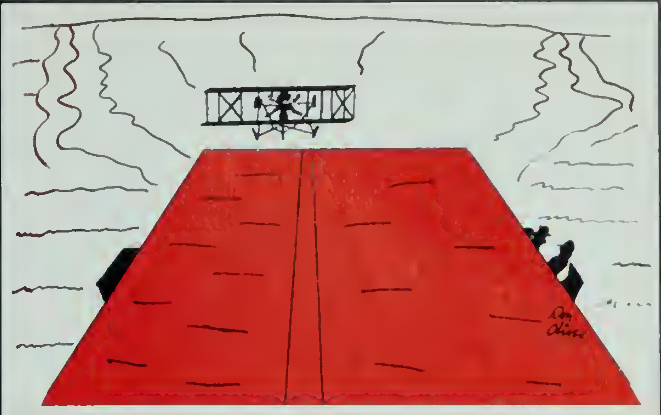
on the serious side

LCDR Melville C. Murray



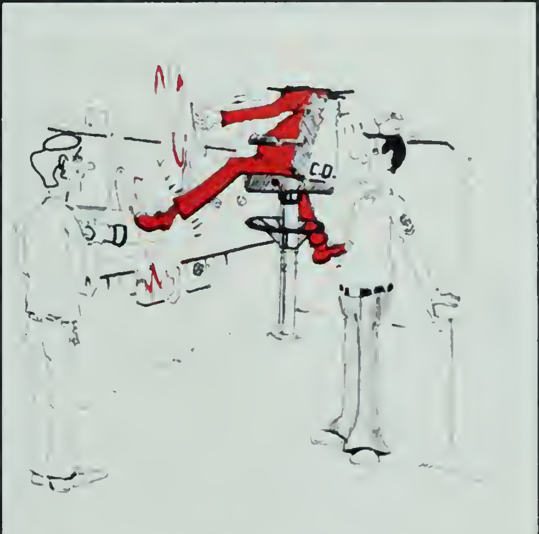
"YIPPEE! My last day as captain of the head!"

YNC Don Olivar



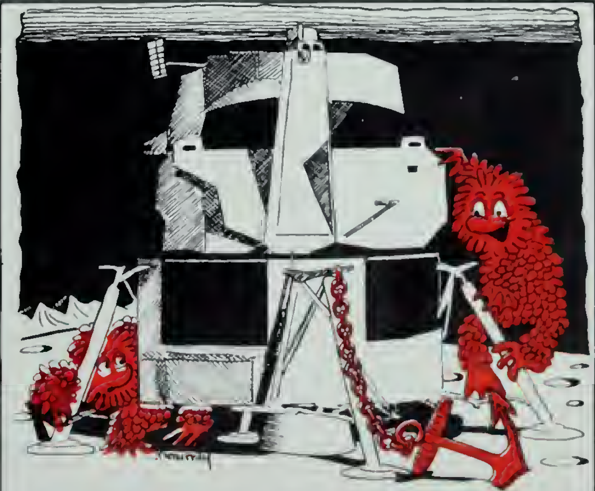
"What makes you think that the skipper is from the old Navy?"

LTJG Thomas J. Campbell



"I'll call the 'DCA' to the bridge . . . Sir ! !"

LCDR Melville C. Murray



"Something tells me it's another all-Navy crew."

TAFFRAIL TALK

The Navy is always ready for a new idea. But officials at NATTC Memphis weren't exactly prepared for the idea sent in by second grader Joe Hart of Columbia, Mo. — at least, they weren't prepared to make it immediately operational.

Showing a good deal of imagination and initiative, Joe designed a new propulsion system for Navy ships and sent his recommendations to Rear Admiral Albert M. Sackett, Chief of Naval Technical Training. In explaining his system, Joe wrote, "The ship starts by a batterie (sic). After the ship is fast moving then water rushing through the pipe will turn the water wheel. The water wheel will turn the generator and that will keep the engine running."

Joe accompanied his suggestion with a drawing to further explain his system.

For his trouble, Joe received a Certificate of Merit, a warm thank-you, and a letter from RADM Sackett which said in part, "My engineering section has reviewed your plan and there is agreement that your ideas are bold and show a great deal of creativity." There's no doubt about that.

It was real news when Orville took to flight, when "Lindy" touched down in Paris, and Glenn orbited the earth. How have we progressed?

Remember the first American manned space flights, when the launchings, missions and recoveries were made in full view of the world's TV audience? Not only did we witness the spectacular lift-offs, but also we were filled in by commentators crawling around and through mockup command modules, explaining the technical complexities of space-age wonders.

A sizable portion of the population has become so accustomed to such magnificent feats that their significance has become matter of fact, judging from the return of our latest team which manned Skylab III.

For the first time since the manned space program began in the 60's, there was no "live" TV coverage of the return when they splashed into the eastern Pacific the morning of 8 February. The epic voyage, an 84-day space venture, was announced to the world by radio from the deck of USS *New Orleans* (LPH-11), recovery ship.

New Orleans was a scant three miles away from touchdown, guided by new satellite navigational gear that was brought on board for the Skylab mission. Everything about the pick-up went smoothly for LCOLs Gerald P. Carr, USMC, and William R. Pogue, USAF, and civilian astronaut Dr. Edward G. Gibson, except for a three-minute period when the Skylab module floated upside down after splashdown. Otherwise, it was almost a textbook mission.

From reports received, it appears Skylab III was a very impressive mission, contributing to the information needed for the joint U.S.-Soviet space link planned.

We've come a long way from the sands of Kitty Hawk and the Spirit of St. Louis but it would seem that — like all man's accomplishments — our venture into space has become commonplace, too. Not to us, it hasn't!

The All Hands Staff

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AT RIGHT: "The Welder" contemplates the demands of the projects ahead as he prepares for work on board a Navy tender. The mood was captured in this photo by PH2 Harry E. Deffenbaugh, Jr., of ComSixthFlt Staff who took Third Prize (B/W) in the ALL HANDS photo contest.

Johnson

SUNSET in the MEDITERRANEAN

in this issue: WINNERS OF THE ALL HANDS PHOTO CONTEST

- ○ First prize (color): Front Cover
- ○ Second prize (color): Above
- ○ B/W Category Winners: Inside

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Officer in Charge, Navy Internal Relations Activity

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FRONT COVER: PR1 Gorick sets a dye marker as members of Antarctic Development Squadron Six (VXE 6), in a 20-man raft, undergo wet ditch training at Quonset Point, R. I. Photo by PH2 Robert W. Martin.

BACK COVER: Highlining from USS Douglas H. Fox (DD 779) to USS Papago (ATG 160) during Fleet gunnery exercises in the Atlantic Ocean. Photo by PH2 E. E. Phelps.

AT LEFT: CATAPULT CREWMEN aboard USS Constelltion (CVA 64) bring an E-2B Hawkeye Airborne Early Warning aircraft onto catapult for launching. Photo by PH3 Ronald Reichwein.

THE FLEET TODAY

Novel, New Tried and True

LHA — the first entirely new class of amphibious assault ship to join the Navy fleet in the past decade — will offer the Navy the largest and fastest amphibious ship in the inventory and the greatest operational versatility in the history of amphibious warfare. The first of these new ships, USS *Tarawa* (LHA 1) was launched late last year, and four more are under construction.

Tarawa's size alone is impressive. She is 820 feet long with a full-load displacement of 39,300 tons, making her one of the largest U. S. combat ships other than aircraft carriers. She can carry a Marine landing force along with all their equipment and supplies and land them ashore either by helicopter or amphibious landing craft, or both.

The ship is 106 feet wide, and the high point of her mast is 221 feet above the keel. When she was moved from her construction site to the shipyard's launching platform, she became the largest man-made object ever transported on land.

What the services call tactical integrity — getting a balanced force to the same point at the same time —

Above: Artist's conception of the Navy's new LHA.

• The Fleet To Total 508 Ships by End of F Y 1975: Fiscal year 1975 will see the Navy gaining 19 new ships through new construction and losing 22 through retirement, making the total force 508 ships by the end of the year. The additions to the fleet will include the nuclear-powered carrier USS Nimitz, the first three of the DD 963 class destroyers, three DEs, two DLGs from conversion, the DLGN South Carolina, the LHA Tarawa, two of the new PHM hydrofoil patrol boats, and six SSNs. Ships scheduled to retire include two cruisers, Newport News and Columbus; two DEs, Claude Jones and McMorris; three AOs, Mispillion, Severn and Waccamaw; two ADs, Yellowstone and Cascade; the AF, Denebola; the AFTs, Atakapa and Ute; the submarines Tigrone, Grayback, Tiru (see page 14) and Clamagore; and six MSOs, Engage, Enhance, Fearless, Fortify, Impervious and Inflict; all MSOs are going to the Naval Reserve force.

On this and the following pages are four samples of the "new" and the tried and true — Tarawa, Spruance, Hector and Tiru.

is the primary advantage of these general purpose amphibious assault ships. All five of the LHAs are being built in Pascagoula, Miss., and have been designed to carry the Marines of a Battalion Landing Team, along with much of the supplies and equipment needed in an assault, and to land them ashore both by helicopter and amphibious landing craft.

Whether the landing force is involved in an armed conflict, acting as a deterrent force in an unfavorable political situation, or serving in any one of many possible humanitarian missions, the LHA will provide the most modern systems for carrying out its mission.

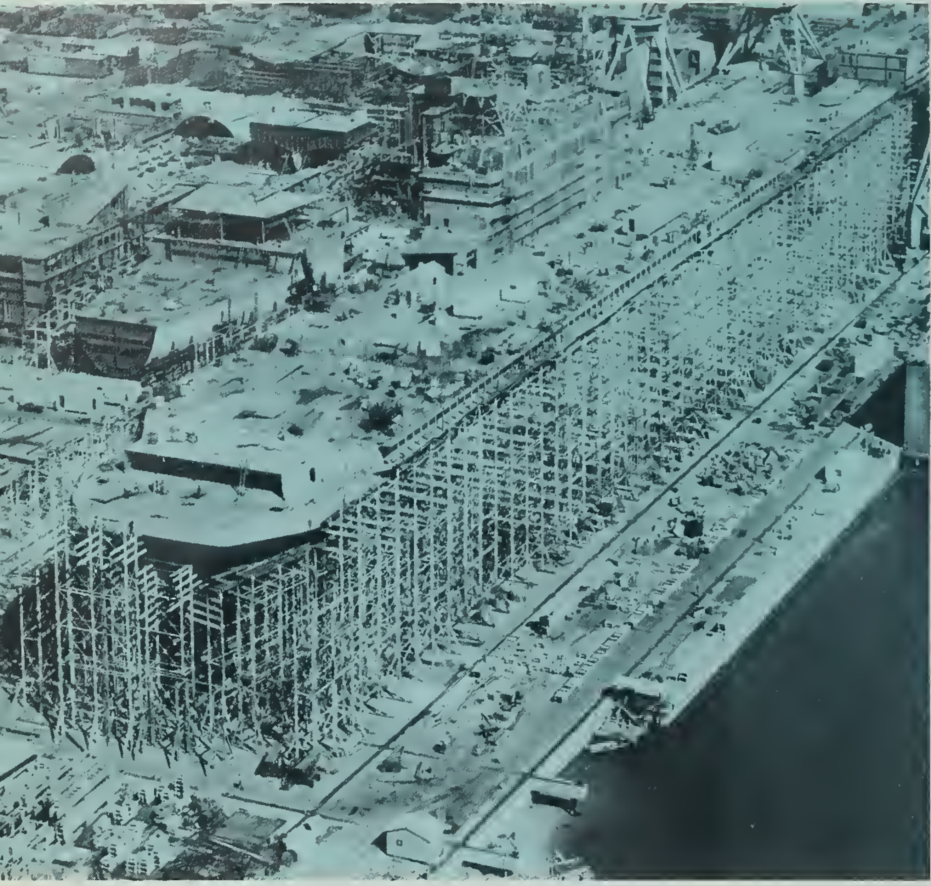
With almost autonomous capability in conducting the landing force operation, the LHA will carry the payload and perform the functions now requiring four separate amphibious force ships. She also has a full-length flight deck, stretching 820 feet, and a capability for transporting, maintaining and launching helicopters.

In addition to her full-length flight deck which can handle nine helicopters at once, the LHA has a large well deck in her stern — 78 feet wide and 268 feet long — partially split by a slip to launch and recover landing craft. There is berthing aboard LHA for the entire landing team and a hangar and storage space for transporting and maintaining all the helicopters, landing craft, trucks, tanks, artillery, ammunition and all other equipment and supplies necessary to fully support the landing team.

Since all the troops, supplies and equipment needed in the assault can be delivered ashore by a combination of means, the amphibious task force commander has almost unlimited versatility in planning the scope and size of the attack. The LHA's extensive communications and command and control systems, now permit the assault operation to be directed from one ship.

The LHA has an integrated tactical amphibious warfare data system controlled by computers, which keeps track of the position of troops, helicopters, vehicles and other cargo and landing craft after they leave the ship. It also tracks the position of designated targets ashore, determines whether targets approaching the ship are friend or foe, and aims and fires the ship's guns and missiles.

With current information about targets available to the LHA at all times, the commander can direct the firing of missiles from support ships such as destroyers. Additionally, while Tactical Air Control is maintained by the TACC on board a carrier, helicopters will be controlled through a similar helo agency aboard the amphibious assault ship.



Closely associated with this operation is the ship's communication data processing system. It employs computers to allow the LHA to process up to thousands of messages each day, distributing them to the proper message position in the communications center. All messages are recorded, logged and stored instantaneously. The equipment receives messages from 16 radio communications channels and both transmits and receives over 55 channels.

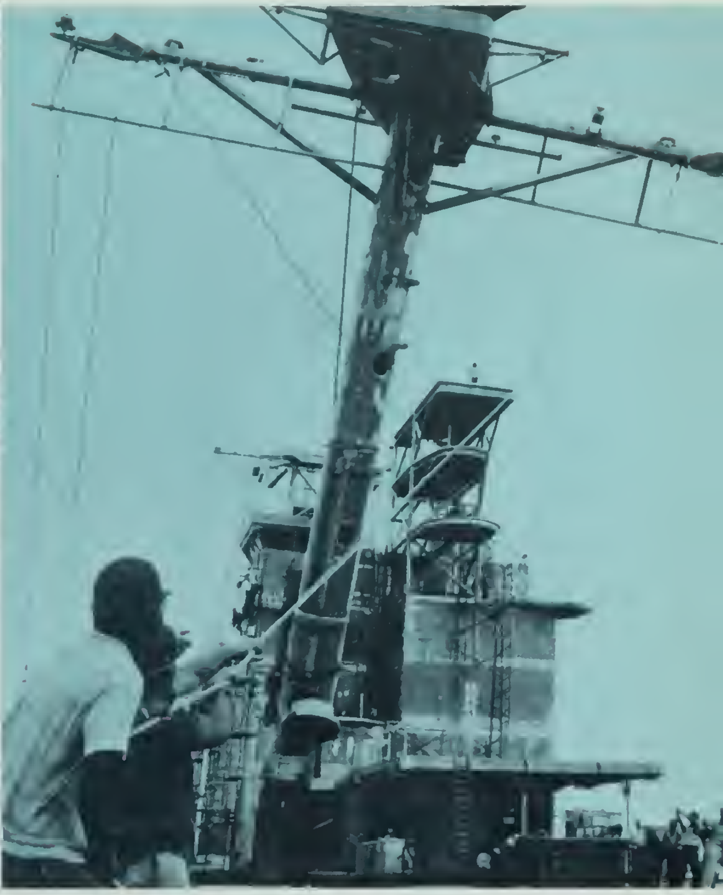
The most innovative system in the LHA, however, and the heart of the ship's operation, is the assault system. When the LHA goes to sea, troops who are assigned to helicopters will go from their quarters to the flight deck to board the waiting aircraft. Those boarding the landing craft go to the well deck and board boats before the well is flooded. With the LHA there is no requirement for transferring from a troop transport ship to a specialized helicopter carrier or landing craft dock and no climbing down a cargo net with rifle and full pack to jump aboard a small boat in the open sea. And while the LHA offers vast improvements in moving men, the improvements in handling material add equally to the logistical advantages of the ship.

Supplies to accompany or support the landing team are palletized and stored below decks and transported to their proper deck by one of five cargo elevators aboard the LHA. They are offloaded into assault craft and helicopters by special landing systems.

Helicopters are moved from the hangar deck by either the aft centerline elevator or the deck edge elevator. Trucks, jeeps and tanks are moved within the ship on ramps, some of which run from the first platform, one deck below the well deck, up to the flight deck. Vehicles can be stored below and driven either to the landing craft stored in the well deck or to the flight deck.

The well deck of the LHA provides plenty of maneuvering space for the landing craft. The ship can handle any size, including the 135-foot utility landing craft which is capable of transporting three tanks, and an ultimate capacity of 350 troops or 190 tons of equipment. The landing craft can be discharged and loaded while the LHA is underway. On their return to the ship, a unique, semiautomated linehandling system is used to help guide the craft into the well of the amphibious ship for docking purposes.

Although the LHA is primarily a tactical vessel and will be with other ships in a convoy, she is capable of adding to the defense screen of the task force. With her greater than 20-knot speed she will be less susceptible to attack from enemy shipping. Her armament includes three new lightweight 5-inch/.54-caliber guns, and a defensive missile system with an eight-missile launcher. The ship also has six 20-mm machine guns.



The ship is designed and built from stem to stern, keel to mast, with people in mind. Careful consideration has been given to every detail concerning the health, safety, comfort and convenience of the men.

The LHA is a large ship with a relatively small crew. To enable the crew and troops to concentrate on the principal mission of the ship, it is essential to incorporate a high degree of automation and many worksavers that would eliminate or greatly reduce the manhours expended in mundane housekeeping chores or painting, polishing, cleaning and fixing.

The new LHAs have some 1400 compartments, plus flight and hangar decks with many helicopters and the largest boat harbor and multilevel vehicle garage afloat. The crew consists of hundreds of men who will work and live aboard, with a self-sufficiency capability for a considerable period of time.

As one ship designed to do the job of four, the LHA incorporates many unusual features. Tons of munitions, supplies and general cargo will be onloaded and offloaded from landing craft and helicopters. But no one will have to "tote that barge or lift that bale." Most cargo will move with ease automatically on an extensive system of conveyors, transporters and elevators. Trucks can move on ramps from one deck to another, and, under operational conditions, the ship uses a sophisticated and well integrated cargo and personnel flow procedure to load and offload men, supplies and equipment in the fastest possible time.

Two key factors in this plan are a monorail cargo-carrying system operating overhead in the well deck and a deliberately redundant system of nine elevators, five for freight and cargo, two for helicopters and two more for personnel and combat casualties. Most cargo moved on the system will be unitized on pallets in one-ton units.

The LHA monorail has 11 trains, each with an operator and a carrying capability of two tons. A central dispatcher, located in a control tower atop the massive pier that bisects the well deck, routes rail traffic to and from the landing craft. Horizontal and vertical conveyors, in combination with elevators and forklift pallet transporters, take the cargo elsewhere in the ship and in or out of the helicopters.

To keep things moving and prevent traffic jams, the

LHA has a computer-controlled shipboard intercommunications system and closed-circuit TV.

In addition, there is the Man-on-the Move (MOM) communications system. This consists basically of short-range radio sets built into helmets, freeing a man's hands for working around the ship, yet allow him to keep in touch with up to 65 others through the six base stations.

Mechanics will be right at home on the LHA, where they have complete repair shops for maintenance of helicopters, landing craft, trucks and other motorized equipment.

Operating a ship and maintaining its equipment is normally hot work, but personnel can keep cool in the LHA. The ship is equipped with 1200 tons of air-conditioning, a system large enough to control environmentally a 32-story office building or 500 average-sized homes. The ship's hospital, crew and troop quarters and many of the working areas are air-conditioned, but to keep the troops combat-ready, the ship also has a 5000-square-foot acclimatization room where temperature and humidity can simulate the climate where the troops will eventually be operating, assuring that troops will be ready to fight in different environments.

When the day's work is done, neither troops nor crew need worry about water restrictions for washing, drinking or other purposes. The LHA has the largest marine boilers ever manufactured in the U.S., with freshwater condensers to match. These will provide all the water necessary for personnel needs. The ship is also pollution-conscious, using three sewage treatment plants for crew waste treatment and waste-holding tanks for troop use.

For easier upkeep, the LHA has a massive rustproof superstructure, vinyl sheathing bonded to lightweight aluminum honeycomb interior bulkheads that can be wiped clean with a damp cloth, vinyl tile or fireproof carpeting on most decks and protective nontoxic paints that resist rust, corrosion and wear.

Even more important than personnel comfort and convenience is safety. Along with flame-resistant fabrics and other materials, the LHA has added a dimension of safety with an extensive fire and damage control system.

New colors, patterns, materials and floor plans have been developed and harmonized to add to the pleasure of eating, sleeping, and relaxing after working hours.

The most up-to-date food handling and catering devices are provided in both cafeteria-style and dining room facilities. There are recreation rooms with television, newspapers and magazines. The ship has a hobby shop with a photo lab, plus a library, barbershop, post office, snack and ice cream bars, small general store and vending machines.

The mission of the LHA is twofold: combat and humanitarian. The combat function has been fully explained, but it may be that the humanitarian function will prove the most important in the long run. "The U. S. Navy's errands of mercy have saved more lives than its guns have ever destroyed," the late Admiral Chester W. Nimitz once said. The new LHAs will be better suited to carry out these errands than any other ship in the Navy.

Whether it's a typhoon in the Republic of the Philippines, earthquakes in Nicaragua or a hurricane along a U. S. coast, the LHA will have the capacity of providing transportation, food, water, clothing, shelter, medical care and communications to victims of disasters.

The LHA is designed with extensive hospital facilities and berthing spaces; she carries helicopters, trucks and jeeps, and many days' food and other supplies and equipment. With their 20-knot speed, LHAs can steam quickly to any disaster scene where their helicopters and landing craft can shuttle aid and comfort between ship and shore.

Medical and dental facilities designed aboard the LHA are capable of providing intensive medical assistance to 300 casualties, more extensive than any other ship operating with the Fleet, with the exception of hospital ships themselves. The major medical facility in the ship includes two main operating rooms and two emergency operating rooms, two X-ray rooms, a blood bank, laboratories and wards. In addition, there are medical emergency stations located throughout the ship. There are also three dental operating rooms, a pharmacy, a physiotherapy room, sterilizer room and postoperative, recuperation and isolation wards.

In a disaster operation, the vast communications systems aboard an LHA could become the rescue command post. From here a command can direct rescue operations and maintain communications with the personnel ashore.

The LHA has a tremendous electrical power system with the ability to meet requirements equivalent to those of a small town, and she has the capacity to create enough fresh water each day to supply the normal needs of 6000 people.

With her vast facilities the LHA can offer the homeless victims of natural disasters temporary shelter, hot food and comfort. And the ship has the capacity to remain in the area for a significant length of time or until communications and vital supply lines are restored.

The new LHA is truly a remarkable ship. When the four others which are now under construction join *Tarawa* in the Fleet, the U. S. Navy will gain a unique capability at sea.

USS SPRUANCE

USS Spruance (DD 963), nearing launching date, receives final attention from shipyard workers.

USS *Spruance* (DD 963), as a television ad might say, is not just another ship — and she's not even just another destroyer. Rather, she is the first of a new fleet of multimission ships which will combine most of the capabilities of previous destroyers with some innovations all their own.

The 563-foot ship, will be skippered by Commander Raymond J. Harbrecht, USN. Primarily an antisubmarine weapon system, she is 150 feet longer than the latest class of destroyer now in the fleet and with a speed in excess of 30 knots will be among the fastest Navy ships afloat. The *Spruance*-class destroyer has a 55-foot beam and a draft of 29 feet. With a full-load displacement of approximately 7800 tons, *Spruance* has more than twice the displacement of World War II destroyers.

Ships of this class are powered by four marine gas turbine engines, each developing 20,000 horsepower. They have two controllable pitch propellers which allow a high degree of maneuverability and can be tuned for varying degrees of economy, speed and silent running.

In addition to antisubmarine warfare, the destroyers can be assigned to bombard shore positions, support amphibious assaults, escort military and merchant ship convoys, perform surveillance and trailing of hostile surface ships, establish blockades and undertake search and rescue operations.

Another seven ships like *Spruance* are already in production. Keels for all have already been laid, marking the start of erection and assembly of previously fabricated steel. *Spruance* is named in honor of Admiral Raymond A. Spruance, the World War II naval commander whose forces turned back a vastly superior Japanese invading armada during the battle of Midway. Two years later, during the invasion of Saipan in the Marianas Islands, forces again under Spruance's command shattered the Japanese naval air force in the famous Mariana's "Turkey Shoot."

The heart of the *Spruance* class destroyer — its submarine surveillance gear — is located in a large, bulbous dome below the waterline of the ship's bow. This long-range hearing device, a key element of the ship's tactical data system, is the most advanced surface ship sonar operational in the Navy today. It is designed to detect, identify and track multiple targets.

With its higher power and improved signal processing *Spruance* will have several advantages over more conventional systems including longer range, greater depth penetration, and the ability to search more rapidly large ocean areas for enemy submarines. The multimission destroyers will be the Navy's first major combatant ships to have sonar linked directly to digital computers, thus increasing the swift, accurate processing of target information.

Other sensing equipment aboard *Spruance* includes the weapons fire control system which electronically aims and fires the ship's weapons, the surface and air search radars, and the electronic detection and tracking systems. These systems will use five general purpose, high performance, digital computers for high reliability and fast processing. Connected to these computers are digital display systems visually portraying the information gathered by radar and other sensors to the combatant team.

The tactical data system can assess a potential threat, assign and control various weapons, and automatically perform other combat functions for an individual ship or the entire combatant force. An important part of this procedure is the antisubmarine warfare (ASW) weapons control system which will process, store and display target data and automatically control several of the ship's ASW weapons.

For their global operations, the new destroyers will be capable of navigation by satellites. Using data transmitted continually from the Navy Navigation Satellite System, a shipboard computer system will automatically solve worldwide navigation and position fixing problems to an extremely accurate degree, 24 hours a day regardless of weather. It will also update the output and check the accuracy of the other ship navigation equipment, including speed logs, gyro compasses and radio navigation aids.

Armament on the basic ship now under construction consists of two 5-in./54-caliber guns, an *Asroc* launching group, torpedo tubes and either two UH-2 helicopters or one SH-3D helicopter.

The Mark 45, lightweight 5-inch gun, which is aimed and fired electronically, is a new weapon. Fully automatic, it weighs one-third as much as comparable gun mounts in the fleet, yet requires only one-third of the usual number of men to operate. It fires a projectile more than 20,000 yards (more than 11 miles) against air and surface targets and has a rapid fire rate of 20 rounds per minute. The weapon requires no personnel in the mount during firing, as the entire operation is controlled from a remote station below decks. The *Spruance*-class destroyer will be one of the first ships in the Navy to use this gun.

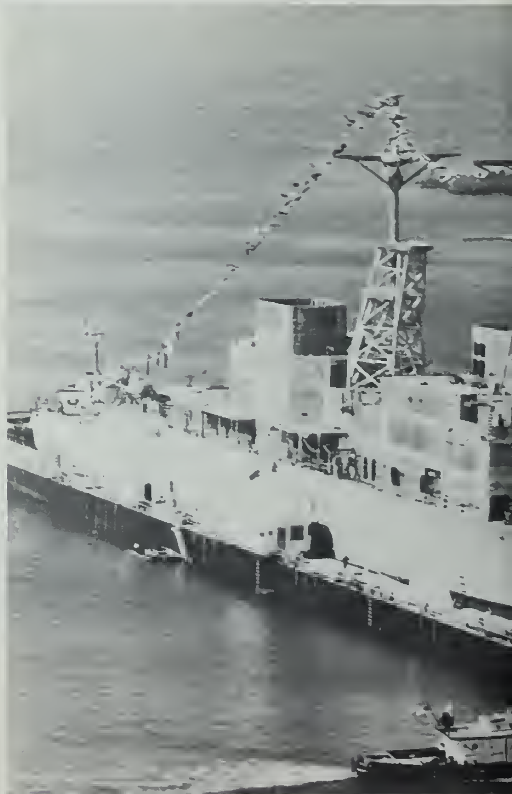
A bow-mounted *Asroc* launching group fires antisubmarine missiles which have either a depth charge or a homing torpedo as a payload. Torpedo tubes in a three-barrel configuration, mounted port and starboard inside the ship, will be fired through a sliding hatch door. This system has an automatic firing system operated by remote control from the combat information center, and a semiautomatic handling and loading system.

The basic ship also has space available for 20-mm gatling guns and chaff launchers. The new gatling, unlike its 19th century predecessor, is a fully atomatic loading and extremely fast firing system intended for close-in defense against surface and air attacks. A chaff launcher is an antiship missile defense system dispensing chaff particles into the atmosphere for guided missile target decoy. The ship is designed to allow replacement with accuracy of updated weapons and electronic system if requirements dictate. For example, the ship is designed to enable replacement of the forward 5-inch gun with an automatic 8-inch, .55-caliber gun. Missile, decoy and torpedo systems can also be updated. If future Navy missions require it, the *Spruance*-class armament could include two missile launching systems carrying more than 100 missiles, two guns with advanced firing control systems, and several advanced ASW torpedo and decoy systems.

Spruance is the latest of a proud American destroyer tradition—some two dozen *classes* of destroyers have preceded her. At the turn of the century the United States designed a ship with superior fire power and speed to counter the growing threat from swift, enemy torpedo boats. This was USS *Bainbridge* (DD1), commissioned on 11 Nov 1902, as the Navy's first true destroyer.

Tying her to today's navy, this progenitor of the multimission, advanced *Spruance*-class ship, was the first command of Admiral Raymond A. Spruance. *Bainbridge* was 250 feet long, with a full-load displacement of 590 tons, and powered by reciprocating engines. She carried several deck guns, but her main weapon was the torpedo. Small, light and fast, she was built to operate primarily in sheltered waters rather than on the open seas.

As other missions and technology developed, particularly the destroyer's role against enemy submarines, our destroyers grew in size, sophistication and capability.



Spruance's main mission is still to fight torpedo-carrying ships, however. But in addition there are enemy missile and supersonic aircraft, and the torpedo-carrying ships which traveled on the surface during *Bainbridge's* day are now sophisticated, nuclear-powered submarines which have to be found before they can be attacked.

Destroyers evolved as submarine hunters in World War I. The first U. S. destroyers to sink an enemy submarine were SS *Fanning* (DD 37) and *Nicholson* (DD 52), a new breed developed during that war called "four piper" because of their four smokestacks. Long, lean, with a low silhouette and decks near the water level, they were also known as the "flush decker."

Sub hunting during World War I was done with unsophisticated tactics and weapons, and triumphs were achieved through trial and error. Perhaps the destroyers' greatest contribution to victory was the role of convoy escorts for troops, food, munitions and other supplies to the battlefield and our allies. Of the two million men transported to Europe for General Pershing's army, not a single soldier was lost to enemy action en route while under U. S. Navy escort.

After the armistice, the Navy was drastically reduced in size and no new destroyers were commissioned for more than 12 years, but improvements were continually incorporated into the old ships until they became known as the "gold platers."

It was during World War II that destroyers came into their own and that destroyer escorts were developed to convoy merchants ships and free the larger destroyers for combat duty with fast carrier task forces. The Germans were the first to use destroyers as a sort of floating field artillery when they brought their "tin cans" close to the shore and wiped out a British beachhead in Norway. The U. S. learned from this and later had no less than 50 destroyers concentrated in an area of under 20 miles, pounding the beaches during the invasion of southern France.

Below: USS Spruance during the launching. Left: Mrs. Raymond A. Spruance christens the destroyer as ADM E. R. Zumwalt, Jr., looks on.

This close-in fire support which was also used so effectively in the island-hopping invasion campaigns of the Pacific did not excuse the versatile tin cans from their more orthodox wartime jobs. There was still plenty to do in minesweeping, convoying, scrapping with enemy subs, beating off air attacks, scouting, landing frogmen, providing smoke screens, serving as combat troop transports, carrying mail and freight, working as radar picket ships, and rescuing downed airmen.

For example, in a classic slugfest off Samar, three U. S. destroyers with four escorts were convoying six small aircraft carriers. They were virtually surrounded by four Japanese battleships—including the monstrous *Yamato* with 18-inch guns along with eight cruisers and 11 destroyers. Though outweighed and outgunned, the small U. S. force was not outfought. After laying down a smoke screen to enable most of the American carriers to escape, the destroyers turned to attack the mighty enemy armada. They charged the battleships, expending their last torpedoes as two destroyers and one escort died in the defensive effort.

Again, at Okinawa, they bore the full brunt of the kamikaze attacks. While screening the landing force, 88 destroyers and 30 escort vessels were sunk or damaged. *Laffey* (DD724) was attacked by a total of 22 Japanese planes; her crew shot down nine, but eight crashed the ship in suicides dives. Miraculously, the ship survived the assault.

On the other side of the world, in the North Atlantic during one of the strangest incidents of the war, a small aircraft carrier with an escort of four DEs forced the *U-505* to the surface and captured the German submarine intact.

USS *England* (DD 635) reaped her measure of fame and glory by sinking six Japanese submarines in a period of only 12 days. For these and other notable instances of extraordinary heroism in action during World War II, the DDs and DEs were awarded 50 Presidential Unit Citations.

The Korean conflict found destroyers once again carrying out a wide variety of assignments. With no enemy submarines and very few enemy aircraft to contend with, the destroyers' chief role was providing an indispensable screen for carrier task force air operations, gunfire support for ground forces and the shore bombardment of trains, truck convoys and coast artillery installations.

Destroyers furnished similar support during the Vietnam era. In the interim, they assisted in numerous mercy missions to foreign civilian populations hard hit by natural disasters and have participated in the space program.

— JO2 Jim Stovall

USS HECTOR

USS *Hector* (AR 7) has been on the job 30 years as of last February. A person who has worked that long usually is ready for retirement, but *Hector* is still going strong.

Hector was constructed and outfitted at Los Angeles. She was one of the ARs built to fill a need which developed early in World War II for mobile repair units to support ships in or near disputed waters. Regular repair bases behind the battle lines at that time just weren't capable of supporting the ships which then blanketed the Pacific.

In June 1944, only four months after commissioning, *Hector* was at her first war station at Eniwetok in the Marshall Islands. She also saw service at Ulithi Atoll in the Carolines where she remained for six months awaiting the assault on Japan's mainland. With the surrender *Hector* steamed toward the Philippines and later to the Marianas Islands where she was serving the Fleet at the end of the Pacific war.

But there was little rest for *Hector*. When the Korean conflict flared, her services were again needed and she arrived in Japan in September 1950. Throughout the hostilities, she was wherever there was a need for her services — Yokosuka, Sasebo, Inchon, Pusan. It wasn't until November 1952 that she returned home.

From then on, *Hector's* deployments were to Far Eastern waters and several covered extended periods of repair service to units in South Vietnam. She also served as flagship for Commander Service Group Three and ComServGru One.

Hector was awarded the Battle Efficiency "E" in both 1972 and 1973 as best of her type. During her 1972 deployment, she earned SecNav's Meritorious Unit Commendation.

Here are some interesting facts and statistics:

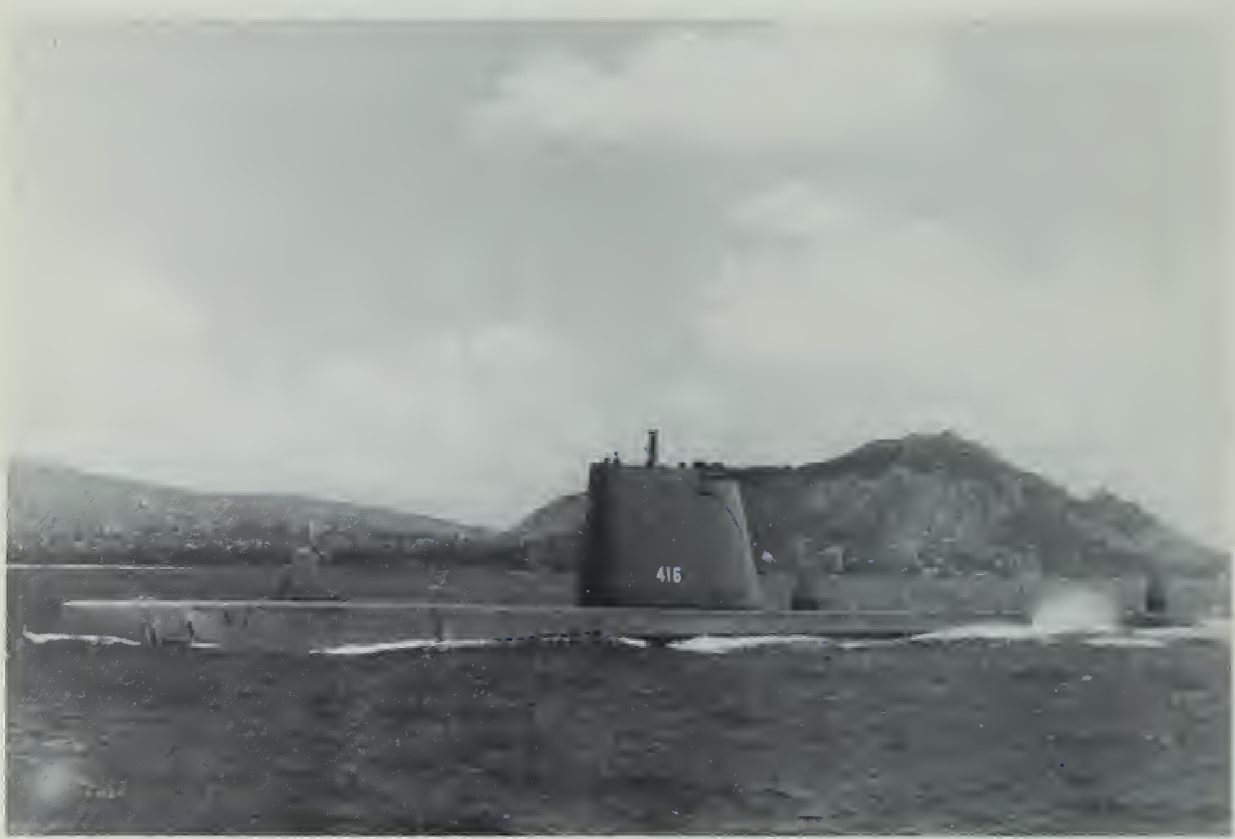
- Commissioned: 7 Feb 1944; Displacement: 16,344 tons; Length: 530 feet; Beam: 73 feet; Draft: 22 feet; Speed: 19 knots.
- Hector, for whom the ship was named, was the greatest of the Trojan warriors. He was the Trojan hero in Homer's "Iliad" and was a major figure in the plays of Aeschylus and other Greek poets and dramatists. He was the son of King Priam, King of Troy.
- *Hector's* dual mission is: (1) to move with the Fleet during wartime to any part of the ocean and, (2) in the war zone to repair damage to the hulls, machinery and equipment of other warships.
- In order to operate with the Fleet, *Hector* is fitted with radar, guns, radio communication equipment, a 12,000-horsepower main propulsion system and the hundreds of other items of equipment common to all large warships.
- The ship is also fitted with many heavy industrial tools and a large supply of repair parts for other ships. The crew is trained and ready to operate *Hector* either as a warship or as a floating shipyard.
- She is ready on the instant to repair almost any equipment or part of any ship in the extremely complex U.S. Pacific Fleet or to give a good account of herself in battle. *Hector* has done so in the campaigns in the Marshall Islands, the Carolines, the Philippines, Marianas, and in Korea.
- In peacetime, *Hector* continues to repair assigned ships of the U.S. Pacific Fleet, and completes approximately 10,000 jobs per year with a total value of $3 million and 30,000 man-days a year.

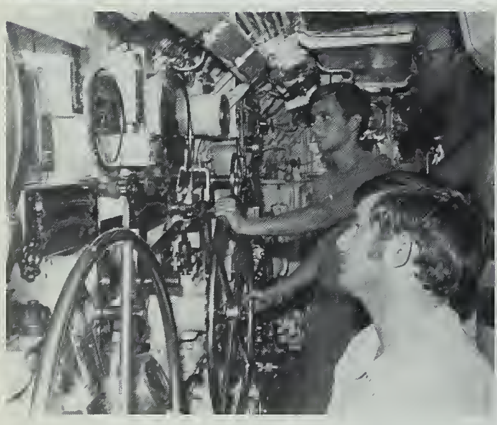
During war or peace, *Hector* is an important element of the Service Force, U.S. Pacific Fleet.

When *Hector's* crewmembers celebrated their ship's 30th birthday, they were on their way home from another long deployment in the Far East. They still personify their ship's motto, "Through work, victory." *Hector* is truly a Navy veteran.

THE FLEET TODAY

USS TIRU





Top: USS Tiru (SS 416). Above: Submerging to periscope depth. Right: Watching the controls during a diving evolution. Far right: Wardroom pantry and crew's mess.

The average age of this ship's crew is less than her own — but she has been performing in a way that wins "E" awards. That's USS *Tiru* (SS 416). Soon she'll be leaving the Regular Navy after a long and proud career in the underseas service (see page 3).

She celebrated her silver anniversary last year, while fulfilling the same important role in our country's defense that she did when commissioned as one of America's earliest GUPPY snorkel submarines on 1 Sep 1948. Since that date *Tiru* has been credited with a number of Navy "firsts."

Originally authorized as a *Sandlance* type fleet submarine in April 1944, *Tiru* was left on the building ways at the conclusion of World War II. Incorporating the knowledge gained from wartime operations (and captured German design and records), she was reconfigured as an early GUPPY (for Greater Underwater Propulsion Power) class submarine. Commissioned with one of the first U.S. snorkel systems, *Tiru* was capable of using her diesel engines to operate while submerged.

In June 1950, *Tiru* established a name for herself in underwater endurance by completing a snorkel transit from Pearl Harbor to San Diego. In that era such a capability was a significant accomplishment.

In 1959 she underwent the first Fleet Rehabilitation and Modernization (FRAM) overhaul at Pearl Harbor Naval Shipyard, Hawaii. During that overhaul she was cut in two; the length of her hull was increased by 12 feet and her conning tower by five feet; increased berthing space was added; newer and more sophisticated electronic equipment was installed; all machinery and piping systems were renewed; and the Navy's first plastic submarine sail and superstructure were installed.

So inclusive was her modernization that upon completion of the overhaul she was redesignated as the first GUPPY III class submarine. In 1963, she was fitted with the PUFFS passive sonar ranging equipment, providing an ASW capability which even today gives her a tactical advantage.

Serving primarily in the Pacific Fleet until 1970, *Tiru* completed 11 major deployments to the western Pacific, including service in both Korean and South Vietnamese waters. She joined the Atlantic Fleet in August 1970. Since then she has completed one Mediterranean deployment.

As with every ship in our Navy, it is the personnel who serve aboard *Tiru* who provide her unique identity and personality. Perhaps it is the fact that the average age of her 74 enlisted men and nine officers is less than her own that keeps her vitality strong. It might be because her crew represents 28 different states; her officers were graduated from nine different universities; and her crew is well represented by two racial groups, responding to the programs of equal opportunity.

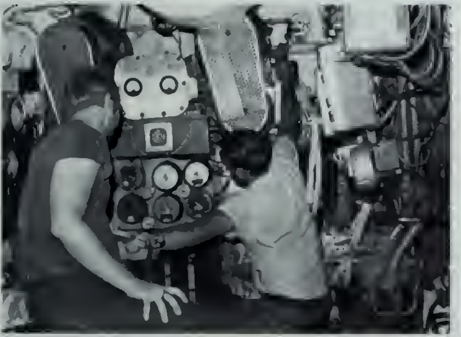
Whatever the reason, the men of *Tiru* in her 26th year, as throughout her spirited history, are proud of the way they represent their shipmates in the "silent service." And *Tiru* herself has served the Fleet well — a proud ship, fitted with modern fire control and electronics equipment, and some of the latest in habitability "accoutrements."

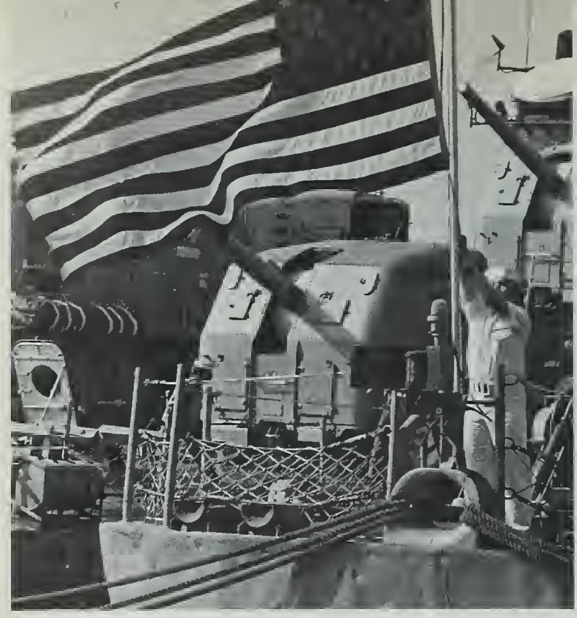
Tiru, now serving with Submarine Squadron Four in Charleston, S.C., was awarded both the Torpedo Fire Control "E" and the Battle Efficiency "E" for fiscal year 1973.

Earlier this year, Commander Richard E. Meese, USN, turned over the command of USS *Tiru* to Lieutenant Commander Donald G. Cleveland, USN, in a "brief but impressive" ceremony. It must also have been a moving ceremony to members of the crew. *Tiru* is scheduled to leave the Regular Fleet by the end of fiscal year 1975.

— Photos by LT T. E. Scott, USNR.

Below: Educational officer provides guidance for future planning. Right: Crewmen manning controls. Far right: Loading mines for forthcoming exercise.





Navy with an INTERNATIONAL

FLAVOR

CINCSOUTH:

A MULTINATION MILITARY BAND

The band attached to the staff of the Commander in Chief, Allied Forces Southern Europe (CINCSOUTH) has acquired an international beat. Performing with the formerly all-U. S. Navy band are three Italian military men, four of the Women's Royal Navy Services (WRNS) and a U. S. Air Force female vocalist. Additional nationalities will join the band later.

"We hope to acquire three Greek and three Turkish musicians in the near future," said band leader Senior Chief Musician Arthur D. Jacobus. "Our aim is an all-international band by the end of this year."

Joining the unit recently were Italian Air Force Mareciallo Luigi Milani who plays the flute; Italian Navy Capo 3rd Class Guiseppe Donnarumma, clarinetist, and saxophone player Sergente Maggiore Angelo Dinapoli of the Italian Army. Before coming to Allied Forces Southern Europe (AFSOUTH), each played with national Italian unit bands. Milani per-

Top of page: Flags (l to r: U.S., Australia, Greece, United Kingdom, and Canada) of countries involved with our fleet in various activities that truly give the look of a navy with an international flavor. Far left: Royal Navy women performing for the CINCSOUTH band. Left: Playing the baritone is MU1 Kenneth Davenport, USN, during a recent concert.

Members of the CINCSOUTH Band: clarinetists MU2 Harald Klingaman, USN, and Italian Navy Capo Third Class Giuseppi Donnarumma (left), flutists Italian Air Force Maresciallo Luigi Milano and MU2 Tom Russell, USN (top), and saxophonists Italian Army Sergente Maggiore Angelo Dinapoli and MU2 Robert Streitfield, USN (above). Right: GMTC Jessie Sepeda stands before Admiral Pickford of the Canadian Armed Forces.

formed at Caserma Romagnoli, Rome: Donnarumma was at Tarata; and Dinapoli was with the Army Band in Rome.

Although not officially assigned to the CINCSOUTH Band on a full-time basis, the WRNS march, and play drums and cymbals with the group during honor ceremonies and on special occasions. They are administrative specialists at the Naples headquarters and they volunteered to perform with the band last fall.

"They came to the band with little or no musical background," said Chief Jacobus. "Musician 3rd Class Kevin Goodman, a percussion major, volunteered to teach the girls to play drums and cymbals."

The WRNS made their first public appearance recently during the CINCSOUTH change of command ceremony at Naples.

Similarly, the U. S. Air Force vocalist, Sergeant Betty Isaacs, is not assigned full time; she is an administrative specialist working with AFSOUTH. Whenever possible she sings with the band at concerts, dinners and special occasions. Although she has no formal training, she was runner-up in last year's U. S. Air Force World Wide Talent Contest.

Recently the band completed a tour that took them from Naples to Athens, to Izmir and Palermo, and on to Siracusa in Sicily. Often referred to as the "Southern Region Ambassadors," the band has made numerous public appearances throughout the region, playing for holiday and national celebrations.

Students, too, from the U. S. dependents' high school in Naples are involved in a "student workshop" program. They are interested in furthering their musical background and they receive daily instruction from band members.

"The workshop program not only gives the students musical instruction but provides them an opportunity to perform with a professional band," said Jacobus.

Concerning the band's international theme, Jacobus said, "We hope to have the other foreign musicians with us soon. This will truly add to our aim of an international band concept and it will show that CINCSOUTH's band, like the rest of NATO, is not just a U. S. Band. It's a combined force from all allied nations working together."

Chief Gunner's Mate Sepeda Joins PEP:

SERVING ON HER MAJESTY'S CANADIAN SHIP

"Her Majesty's Canadian Ship" is an impressive title, especially to Americans unaccustomed to the trappings of royalty. But, it has become a familiarity to U.S. Navy Chief Petty Officer Jessie M. Sepeda — for the past year and a half, he has been serving with the Canadian Armed Forces. GMTC Sepeda is taking part in the Personnel Exchange Program (PEP) aboard Her Majesty's Canadian Ship (HMCS) *Gatineau*, a destroyer out of Victoria, B.C.

Chief Sepeda began his Canadian tour as a PO1 maintaining the ship's *Asroc* weapons system. Since then, he received notification of promotion to chief petty officer and has assumed duties as *Asroc* maintenance supervisor in *Gatineau*. This job gives him the responsibility of overseeing all work performed by the techicians and operators.

"There is not a trace of envy among the Canadian *Asroc* crew because of Chief Sepeda's new position," said Lieutenant T.W. Gossen, *Gatineau's* Weapons Officer. "This is because he is extremely popular with his messmates and well liked by other personnel. In very large part this is due to his personal diplomacy and tact."

On his duty days in port, when he's not coddling his *Asroc*, Chief Sepeda serves as the duty coxswain. In this role, a job similar to our master-at-arms, he is directly responsible to the officer of the day for all regulatory and disciplinary matters in the ship.

Lieutenant Commander J. C. Slade, *Gatineau's* commanding officer, spoke highly of the chief in a letter to ALL HANDS when he said, "Chief Sepeda has proven himself to be a valuable and popular member of the ship's company."

It appears the chief is making the most of his PEP tour and enjoying it immensely.

He joined the Navy in 1958 at Albuquerque, N.M. Following boot camp, he was assigned to NAS Atsugi, Japan. He then went to USS *Isle Royal* (AD 29); the U.S. Magazine, Guam; the *Polaris* Missile Facility, Pacific, at Bangor, Wash.; USS *Holland* (AS 32) in Charleston, S.C.; and Mobile Construction Battalion Five at Port Hueneme, Calif.

His most recent assignment before reporting on board *Gatineau* was as an instructor at the Defense Nuclear Weapons School, Kirtland AFB, N.M. There, with officers, enlisted men and civilian employees as students, he taught familiarization, maintenance, storage, inspection, testing, modification and packag-

ing of nuclear weapons.

Chief Sepeda is a graduate of the GMT "A" schools at Great Lakes and Sandia Base, N.M.; the Fleet ASW School, San Diego and the U.S. Naval Guided Missile School, Dam Neck, Va.

His present ship, HMCS *Gatineau*, is a 371-foot destroyer escort ASW frigate with 13 officers and 237 enlisted men. She is assigned to the Second Canadian Destroyer Squadron, Maritime Forces Pacific. In 1969, some 10 years after commissioning, she and three others of her class underwent extensive refitting. *Asroc* replaced her after gun mount, one depth charge launcher was removed and variable depth sonar installed in its place, and a lattice foremast was constructed to carry new electronics gear. In addition, she has a three inch, 50-caliber twin mount forward, and one "Limbo" depth charge mortar aft.

The Personnel Exchange Program (PEP) provides for billet exchanges between the U.S. and allied navies. Besides Canada, billets are available in the navies of Argentina, Australia, Belgium, Brazil, Denmark, France, Germany, Greece, Italy, Japan, Mexico, Netherlands, New Zealand, Norway, Portugal, Turkey, the United Kingdom and Venezuela. The program is open to officers in all designators in the grade of CDR, LCDR and LT, and career-oriented enlisted members, E-5 or above, in technical and deprived ratings who have an excellent professional performance record and who are eligible for overseas assignment.

LIEUTENANT VATANAPONG VERASA:

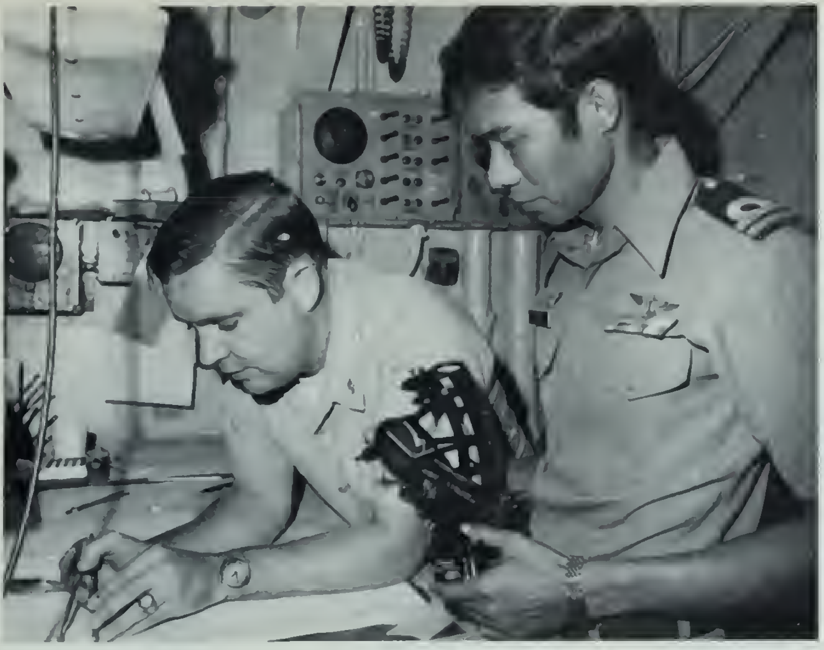
THAI OFFICER ON THE HANCOCK

A visitor aboard the 30-year-old aircraft carrier USS *Hancock* (CVA 19) isn't particularly noticeable to most of her 3200 crewmembers. Not usually, that is.

One visitor, though, has become familiar to many and a good friend to those who have had the opportunity of meeting him.

From bridge to wardroom, winding his way through passageways of the ship, observing flight operations and even playing a game of acey-deucey in the officers' dirty shirt room, he's become more than a visitor— more like part of the crew. For Lieutenant Vatanapong Verasa of the Royal Thai Navy, *Hancock* has been home during a recent two-month period. The daily routine of an aircraft carrier has now become second nature to him.

LT Verasa arrived aboard from his home base of



Facing page bottom: LT V. Verasa relaxes in the officers' lounge aboard *Hancock*. Facing page top: the Canadian ship on which Chief Sepeda served, HMCS Gatineau, shown before Asroc and lattice foremost modifications. Left: LT Verasa checks star coordinates with QMCM D. Morgan to pinpoint Hancock's position. Below: USS Hancock (CVA 19), the Navy's oldest attack carrier, celebrated 30 years of faithful service.

U-Tapao Airfield in Thailand, to spend what he thought would be the normal at-sea period for an aircraft carrier operating in the Gulf of Tonkin. With a port visit to Hong Kong slipped in for good measure, it looked as if LT Verasa would get just that. For him and for the rest of *Hancock* crewmembers, the Indian Ocean was not originally on the ship's operation schedule.

Asked what he thought of the change in *Hancock's* operations, LT Verasa said, "I shared the hopes of the rest of the crew that we'd get to see a little liberty in that part of the world during our stay there." Spoken like a true sailor!

Born and raised in Bangkok, LT Verasa has a long and varied background in the Thai Navy, After junior high school, he attended the Pre-Naval Cadet School for two years and then studied at the Thai Naval Academy. Upon being graduated and receiving his commission in the Royal Thai Navy, he served four years on a 400-foot patrol craft as navigator and gunnery officer.

He faced long periods afloat, much as he experienced aboard *Hancock*. He says, though, that there was one difference, "During standdowns, my patrol craft would often anchor off small islands for an afternoon of liberty."

An excellent record of service and knowledge of the English language gave him an opportunity to participate in the naval flight training program in Pensacola, Fla., and at Corpus Christi, Tex.

Things were rough in those first few months of training. He was faced with a new way of life in the States— the culture, people, language and food— and the rigors of flight training were no piece of cake. As LT Verasa mastered the American way of life, the experience became more enjoyable and very rewarding. In fact, he said, he even dreamed in English midway through his stay in the States.

Memorable occasions come to mind when he talks about his two-year visit to America. They include not only the experiences of learning to fly, but there are also memories of a cross-country drive through the southwest, with stops at the Grand Canyon, Las Vegas and Disneyland. In Vegas, LT Verasa suffered the same fate of most visitors to that city, walking away after "contributing to the house."

Since earning his wings four years ago, he has logged more than 1200 hours in the S-2 *Tracker*. He stands an excellent chance of promotion to lieutenant commander, soon, and hopes to continue his career in the Royal Thai Navy as an aviator.

Aboard *Hancock*, it has been an interesting two months for the lieutenant. Spending considerable time being oriented to the carrier's departments, he has gained valuable experience in most areas of U. S. Navy shipboard life.

Understanding intricate operations of a ship as large as *Hancock* can be a job in itself. As directed by his parent command, LT Verasa concentrated in the general areas of communications, operations and, of

course, flying. It was here that he gained the knowledge and training he sought. Not to be outdone, other departments took the opportunity to give him tours of their spaces, including engineering, which took him to the depths of the ship to see the engine rooms, fire rooms, and other places aviators rarely see.

Being the aviator he is, LT Verasa enjoyed spending a week or more with each of the squadrons aboard ship. He acquired as much knowledge of the overall operation of each squadron as possible in the time available. He also gained valuable experience to take back to his parent command, feeling that the most rewarding part of his stay with those squadrons was the interchange with the people involved.

The exchange program is designed to give individuals of other navies the opportunity to gain proficiency in those areas of indoctrination requested by their parent commands. LT Verasa returned to U-Tapao Airfield well versed in the at-sea operations of the U. S. Navy, particularly that segment carried on by the Seventh Fleet carrier *Hancock*.

itish Midshipmen Alan Gregg & Stephen Ramm:

HITCHING A RIDE WITH THE USN

Above: British midshipman Stephen Ramm. Midshipmen Alan Gregg and Ramm on the flight deck of Oriskany (below) and on the bridge (below right).

A voyage to Hong Kong became a unique learning experience recently for two British midshipmen who made the journey aboard the attack aircraft carrier USS *Oriskany* (CVA 34).

The midshipmen, Alan Gregg and Stephen Ramm, both natives of Great Britain, are currently assigned to HMS *Chichester* (F 59). The British frigate, which serves as guard ship for the harbor of the British Crown Colony of Hong Kong, joined *Oriskany* at the U. S. Naval Base at Subic Bay, Republic of the Philippines, for the transit to Hong Kong.

While aboard *Oriskany* the two midshipmen observed the various functions of an attack aircraft carrier, from engineering to flight operations by the carrier's embarked Air Wing 19.

Both midshipmen are graduates of the Britannia Royal Naval College, and must serve two years as midshipmen before promotion to the rank of sub-lieutenant.

Midshipman Ramm, 18, will finish his tour in September and intends to subspecialize in submarines. Midshipman Gregg, 20, who completes his tour next January, is looking ahead to a sub-specialty in surface ships.

HMNZS Waikato & NAVCOMMSTA Honolulu:

NEW ZEALANDER & AMERICAN EXCHANGE

Left and above: New Zealand sailors enthusiastically tour the facilities of NAVCOMMSTA Honolulu. Below: At Pearl Harbor.

In a continuing effort at international relations, communicators from the New Zealand Navy and the Naval Communication Station at Honolulu, Hawaii, held a personnel exchange recently so that each group might better understand the functions of the other's components.

At the invitation of the commanding officer of HMNZS *Waikato,* one communication watch officer and eight radio men and women from the NAVCOMMSTA joined the ship in a family-day type cruise on a sunny Sunday recently. On board, the radiomen were given a tour of the ship's communications spaces and other areas, breaking occasionally for refreshments.

Waikato sailed south off the island of Oahu where she slowed to demonstrate operations of her helicopter, the *Wasp.* The helo folds compactly into a small hangar off the postage stamp-size flight deck on the ship's fantail. After flying maneuvers, the *Wasp* dropped two divers into the ocean, retrieved them and returned them to the ship in a simulated rescue mission. This was followed by a live-fire mortar demonstration by the ship's gunners and a manned lifeboat exercise by her deck force. The cruise ended with a 24-knot speed run past Diamond Head and along Waikiki Beach before returning to Pearl Harbor.

Reciprocating in the exchange, the Honolulu Navymen invited a contingent of 18 *Waikato* communicators to visit the station. There the New Zealanders were treated to a tour of the shore-based communication spaces, including a look at satellite communications, fleet center operations, and local message handling. — RM2 J. L. Basar, USN.

Rugby Matches in the Pacific:

THE AUSSIES VS. THE YANKS

"The pride of the United States Seventh Fleet takes pleasure in challenging the pride of the Australian Navy to engage in a match of the sport of gentlemen . . ."

With this message over official military circuits to the aircraft carrier HMAS *Melbourne*, the USS *Midway* Rugby Football Club (RFC) thrust itself into the realm of international rugby competition. On the afternoon of 26 Sep 1973, the two teams met in battle in Hawaii.

As could be expected, the *Midway* 15 did not fare well at the hands of the more experienced Australian adversaries, yet the game was fiercely competitive and very cleanly played. In the true spirit of "gentlemen rugby," the two teams met for postmatch festivities and all participants came away with a genuine appreciation for internavy competition. *Midway* is now looking forward to a rematch with *Melbourne* with hopes that the next will be on *Melbourne's* home field.

Although many factors came into play in the decision to form a rugby team aboard *Midway*, perhaps the greatest influence was imparted by the Overseas Family Residence Program. With the awareness that *Midway* would be based in Japan and spend a fairly lengthy tour in Far East waters, it was felt that an international game such as rugby would provide the perfect catalyst for improved and expanded international relations. Shortly after departing Alameda for a new home port in Yokosuka, the *Midway* RFC was organized.

A recruiting program began which led to indoctrination lectures and practices on the flight deck. The initial efforts were complicated by the fact that nearly three-quarters of the new team had neither played nor ever seen the game played. Fortunately, a nucleus of experienced rugby players were on hand, including 'ruggers' from such solid rugby schools as

Above left: HMAS Melborne, before her most recent modernization. Left: Midway planes overfly HMAS Parramatta. Above: USS Midway (CVA 41). Right: Jack Schantz of the Midway Rugby Club rushes forward with the ball in a recent game.

Columbia University, University of Pennsylvania, Albany Medical College, U.S. Naval Academy, and Auburn University. In addition, the team was lucky enough to have an ex-member of a most respected California rugby club — the Old Mission Beach Athletic Club.

During transit to the Western Pacific via Hawaii, word was passed to *Midway* that HMAS *Melbourne* was operating off Hawaii in antisubmarine warfare exercises, and that inport periods would coincide by one day. The decision was made to issue a formal challenge and work was begun in earnest toward the first big game. The *Melbourne* team enthusiastically accepted the offer, although they voiced considerable surprise to learn that a "Yank" ship could actually field a rugby side.

As *Midway* left Hawaii and made her way west, the rugby team became a fixture on the flight deck. Rugby is a game of conditioning and while it was difficult to develop particular skills, physical fitness was stressed. New members were welcomed into the club which was now a strong unit of 25 members. Upon arrival in Yokosuka, it was learned that Japan supports almost 3500 teams and efforts were initiated to schedule games with local teams.

Games were soon set with the Yokohama Country and Athletic Club and the Japanese Maritime Self-Defense Force Fourth Air Wing. In addition, *Midway* RFC members participated in games against such teams as Ricoh, Febra, Asahi Shimbun, and Yamanishi Prefecture.

With the new year came a southern cruise to the Republic of the Philippines and Hong Kong and the unique result of *Midway's* adopted sport to date. Upon arrival in Subic Bay it was learned that an Australian destroyer, HMAS *Parramatta*, was in port. Again, a challenge was issued by *Midway* and promptly accepted by *Parramatta*. Although *Midway* was bested by the Australians for a second time, in a hard-fought battle, the traditional postgame party produced an unusual outgrowth — an operational exercise between the Aussie vessel and *Midway's* air wing.

On Saturday, 16 February, a seven-plane contingent from *Midway's* Air Wing Five squadrons arrived over *Parramatta* for training maneuvers. During the exercise, photos were taken by an F-8 *Crusader* (reconnaissance) which were later presented to the commanding officer of *Parramatta* in Hong Kong. *Parramatta*, in turn, presented *Midway* with various tokens of mutual friendship and respect, including her ship's plaque.

Before arrival in Hong Kong, preparations had been made through the Commander Seventh Fleet representative to schedule a rugby match against one of the Royal British military teams. The match was set up and the opposition was the Sham Shui Po Tigers, representing the British Army 51st Brigade. Once again, *Midway's* Yank rugby side were heavy underdogs. But the *Midway* RFC had come a long way in six months and a long way for this game. It was now a polished, aggressive, hard-hitting squad and quite ill-disposed to give up before the contest had begun. From the opening kickoff it was apparent that both teams had come to play serious rugby. *Midway* tallied first with her aggressive scrum play, but the Tigers surged back with two scores to take the lead at halftime. When the second half began, it was clear that the *Midway* club could smell victory and would not be denied, as her hard-running, elusive backs combined for three long-yardage, electrifying scores. When the final gun sounded, it was *Midway* 24, Tigers 18. The *Midway* Yanks had succeeded in beating the British at their own game.

Word of *Midway* and her Yank rugby side quickly spread throughout the Far East. Many of the established and respected teams in the Western Pacific have voiced a desire to play the novelty side. While the Yanks owe a large amount of success to their own hard work, they feel an equal debt of gratitude to *Midway's* Commanding Officer, Captain R. J. Schulte, and Executive Officer Commander C. W. Roe, for their unfailing support, both on and off the field.

What began merely as a form of recreation, has grown to mean much more to *Midway* and her team. As Team Captain Max Carey explains, "We aboard *Midway* feel that we've stumbled across a new and highly successful means of drawing ourselves nearer to our WestPac allies through friendship and good clean competition. No amount of dollars can buy the type of camaraderie we have stimulated through our common denominator of rugby."

'NAVY CAMPUS FOR ACHIEVEMENT'

Above: University of Washington campus.

In this era of the All-Volunteer Force and zero draft, the Navy is going all out to improve its education programs. Several studies have corroborated the fact that education is one of the most important enlistment incentives and indeed is the most important single incentive.

A major new education management system that will coordinate the Navy's off-duty education programs with on-duty education and training programs was kicked off in mid-March. The system is called "The Navy Campus For Achievement" and its initial operation involves a "pilot" program with colleges and universities in Norfolk, Pensacola, and San Diego.

These schools that have agreed to participate in the NCFA pilot program do not require residency for degrees and agree to accept nontraditional credits and keep students continuously enrolled even though they transfer from the geographc area. Colleges that had already signed agreements with the Navy by 15 March were: Tidewater Community College, Portsmouth, Va.; Chapman College, Orange, Calif.: San Diego Community College, San Diego, Calif.; Pensacola Junior College, Pensacola, Fla.; University of West Florida, Pensacola, Fla.; United States International University, San Diego, Calif.; and the University of San Diego, Calif.

In order to determine attitudes toward education on the part of Navy personnel already on active duty, in June 1973 the Chief of Naval Education and Training took an opinion sample. Questionnaires were filled out by 10,500 afloat and ashore. Three-quarters indicated an interest in additional education, fully one-third were interested in off-duty college level study.

Another necessary step before devising a better off-duty education system was to take stock of the Navy's program already in effect. Actually it wasn't bad. Thousands of naval personnel have for years been going to school at night and on weekends. Moreover, a number of plans are in effect for subsidizing their tuition payments. The most important of these plans is "TUITION AID," wherein the man pays 25 per cent and the Navy 75 per cent. Next in importance is "IN-SERVICE G.I.," wherein the man takes advantage of part or all of his postservice education entitlement while he's still on active duty. In spite of these generous off-duty education opportunities Navy personnel have still found themselves educationally disadvantaged because of their nomadic existence. Too often a man or woman would work hard and accumulate academic credits in one place only to transfer across the country and find out most of his work "didn't apply" to programs available in institutions adjacent to a new duty station.

All military services have perceived the need to overcome academe's long-standing disadvantages for the man who must move from place to place. It's interesting that the several services have come with radically different solutions to the problem. For example, the Air Force has established "The Community College of the Air Force." Put another way, they've gone into the business of awarding academic credits and certificates.

Meanwhile the Office of the Secretary of Defense has created a program which amounts to a partnership with academe. This program is called "Servicemen's Opportunity College' (SOC) and amounts to a consortium of numerous colleges which have pledged themselves to take cognizance of the special academic problems of servicemen. The SOC consortium is fully in being at the community college level and plans are well underway for adding a "four-year SOC" consortium as well.

It would be well at this point to emphasize that the Navy Campus For Achievement takes into account that the education objectives of many Navy personnel do not involve a college degree. Those Navy men and women have ambitions in the vocational-technical area, and the system is designed to accommodate them as it does those with degree objectives. It's just that most of the concessions needed from academe apply not to the delivery of instruction but to the granting of degrees.

Accordingly, the Navy Campus For Achievement, while taking full advantage of SOC (and indeed, of all other colleges and universities), goes beyond SOC by obtaining more specific commitments from those institutions who have come aboard as Navy Campus for Achievement degree institutions. In short, an NCFA degree-institution has agreed:

- To execute an agreement or degree contract between the institution and the individual Navy person.
- To grant maximum possible academic credit for Navy courses and Navy experience. Specifically, they have agreed to accept the recommendations of the Office on Educational Credit (OEC), formally the Commission on Accreditation of Service Experiences (CASE), in this regard.
- To grant (accept transfer of) academic credit for applicable courses which have been satisfactorily completed at any regionally accredited institution in the United States.
- To waive the requirement for residency.
- In addition to academic credit for Navy courses and Navy experience, to allow application of other forms of "nontraditional" credit, up to an aggregate of 75 per cent of the credit applied to the degree requirement. "Nontraditional" is very much a catchall term. It includes correspondence courses, televised instruction, challenge examinations, CASE recommendations, etc. In effect, it covers anything which doesn't fit the "traditional" classroom/laboratory-on-campus education delivery method.

A key provision of the Navy Campus For Achievement is establisment of a network of civilian education advisors. These advisors will assist individuals in setting educational goals and will serve as liaison with educational institutions. This advisory network is expected to grow by June 1975 from the 20 advisors now employed to 137, located at major Fleet concentrations.

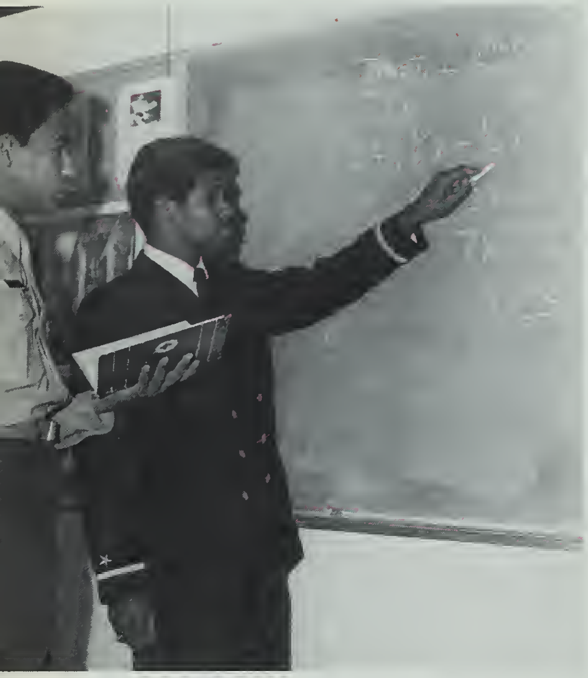
The Navy Campus For Achievement is administered by the Chief of Naval Education and Training Support, whose headquarters are at Pensacola. Education advisors will be located at centers and detachments of the Naval Education and Training Support Command. They will work closely with military educational service officers and career counselors serving with shore-based units or aboard ships.

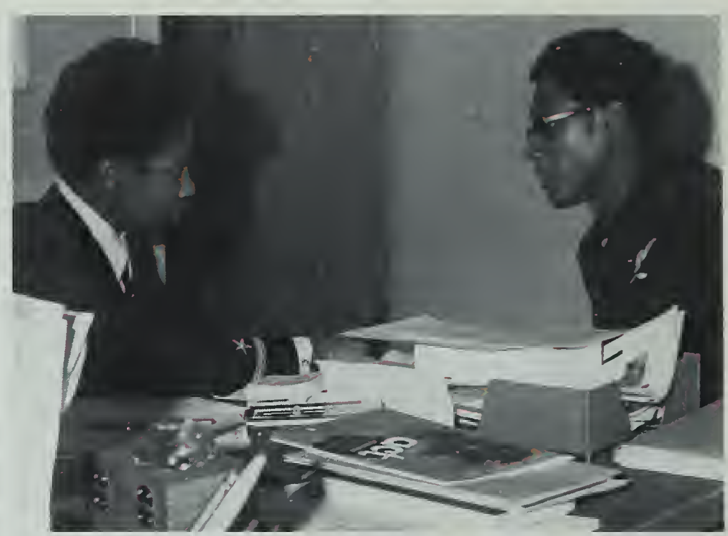
Although still in the planning stages, a very important part of NCFA will be a computerized education and training record for every man and woman in the Navy. Reaching back to pre-Navy days, the record would reflect all training received in the military and all full-time and off-duty educational credits.

The ability of a Navyman to qualify in his specialty, rate, rank or billet depends very much on his education and training. While preparing the individual to perform the mission at hand and broaden his career opportunities, the Navy Campus For Achievement will also help him to meet his personal education goals. In addition, the Navy faces an emerging contributory role to society as a whole. It can fill this role by adequately preparing its citizen sailors to successfully return and contribute to a rapidly changing civilian work environment after a military career.

— RADM J.L. Abbot, Jr. USN

BOOST, San Diego





Above: BOOST instructor ENS Gregory G. Webb works equations with one of his students. Right, top: BOOST career counselor ENS Linda Tucker provides advice for one of the students. Right: AK2 Sharron K. Crowder, a BOOST student, works on a chemistry problem.

Should an intelligent Navy man or woman with leadership potential miss the opportunity to become a naval officer because of inadequate schooling? Not if he becomes a part of BOOST. And what's that?

BOOST is the short term which is spelled out as "Broadened Opportunity for Officer Selection and Training" Program. Here's how it operates at the San Diego Service School Command.

BOOST is a program designed for any Navy man or woman who, because of educational deficiencies, is initially unable to gain acceptance to a naval officer training program. Currently, there are 121 students enrolled in the BOOST Program at NTC, San Diego; the nine-month training period begins each August.

According to the civilian academic director of the program, Ken Gordon, "All BOOSTERS have to meet the same criteria as anyone else applying for an officer program. Our job is to provide academic background to BOOST selectees so they may become equally competitive for officer candidacy.

"We return to the Fleet those who do not qualify for competing in an officer-input program. Those who enlisted because they were guaranteed the BOOST Program, initially, are usually returned to civilian life."

Currently, 66 per cent of those accepted for BOOST continue into some form of officer training. The Naval Academy, NROTC, and Navy Enlisted Scientific Education Program (NESEP), are the main paths an enlisted can take toward a commission, and one of these programs is the goal of every BOOSTER.

Under the auspices of the Chief of Naval Education and Training, the program receives the majority of its students through the Naval Recruiting Command.

Special Schools Department Director, Lieutenant Commander Rudolph McAfee, said, "The single most important requirement for acceptance to BOOST is a sincere desire for a commission. It is a very demanding educational program that requires strong motivation.

"In reality, it's a 10-year program — one or two years in BOOST, four years in an officer program and then four more years of obligated service."

Gordon, who devised the first curriculum and began teaching the first class, said, "BOOST grows every year; we had just 35 people when it began in Bainbridge, Md., five years ago. In order to expand, we moved here to San Diego."

Sociologists have shown that the poor quality education in certain public schools in the nation has deprived many people of an equal chance at jobs where scholastic achievement is necessary.

Immediately upon admittance to BOOST, the student is given a battery of diagnostic tests to indicate the weakest and strongest areas of his educational development. It is during this first week that the instructor counsels the student and sets his learning pace. The BOOST students are tested in five main scholastic areas—algebra, geometry, physical science, chemistry and communications.

"Our instruction is highly individualized," said LCDR McAfee. "We decide where a student is academically, then develop his skills till they meet college level entrance requirements.

"The students work according to a modular system, a unit of material that is pretested and tested again, later. This breaks the subject matter into bite-size pieces, allowing the student to move at his own pace."

The post-test grades are the most important, according to LT Van Fossen. A minimum grade of 70 is required to remain in the program; however, this is not the final criterion. The instructor's recommendation enters largely into the last determination.

Although the mission of the pilot BOOST Project was to assist minority personnel in meeting the requirements for officer programs, it was expanded at the time of full implementation to include all educationally dficient personnel—regardless of race — seeking a path to commissioning.

Chief of Naval Operations Admiral Elmo R. Zumwalt, Jr., has encouraged commanding officers to "... solicit BOOST applications from all eligible enlisted personnel who are career-oriented, have potential for educational development, are highly motivated, and possess the qualities required to serve as officers in the Navy."

Students selected for an output program are graduated from BOOST in June. Those not selected at that time will continue with the program when classes reconvene in August.

When a student does leave BOOST, he knows — as does the faculty at San Diego — that he's academically qualified to take on future college chores. The road toward a commission has been well paved.

— Story and photos by JOSN Rick Griggs

Following, are some commonly discussed fallacies and facts about the BOOST Program operated at the Naval Training Center, San Diego:

Fallacy — The length of time spent in the program may vary from 12 weeks to 24 months at the student's discretion.

Fact — Classes convene in August each year and no student can complete the program before the following June. A minimum of nine months is spent in BOOST. Remaining for a second year of study is based on the degree of a student's academic deficiency, his performance and motivation.

Fallacy — BOOST includes attendance at civilian schools and the wearing of civilian clothes in a simulated college environment.

Fact — BOOST is a division within Service School Command at San Diego. Students and staff are subject to regulations and directives governing all personnel at the center. Advanced students, however, may attend a local junior college for subjects in which they have shown competence.

Fallacy — Disenrollment from BOOST results in a discharge from the Navy.

Fact — All BOOST students who initially come from the Fleet must fulfill any remaining military obligations. Students recruited from civilian life, specifically for BOOST, may be discharged according to their specific enlistment contracts.

Fallacy — Completion of BOOST curriculum guarantees placement in NROTC, Navy Enlisted Scientific Education Program, or the Naval Academy.

Fact — Acceptance is in no way guaranteed; BOOST only prepares students to compete for these programs.

Fallacy — Classes offered include any subject area of interest to the student.

Fact — The current curriculum is limited to core subjects: algebra, geometry, physical science, physics, chemistry and communications.

ADCOP:

Associate of Science Degree

In Sonar Technology

An Associate of Science Degree in Sonar Technology — that's what seven chief sonar technicians received this winter as a result of completing a combination of courses conducted concurrently at the Key West Fleet Sonar School and the Florida Keys Community College in Key West, Fla.

The Advanced Antisubmarine Warfare Systems Technology Course is offered only at the Fleet Sonar School, and is designed to provide senior Sonar Technician petty officers (E-6 through E-9) with advanced education and training in the fields of electronic and computer technology, antisubmarine warfare, and management techniques.

The Navy has long been searching for the means by which a sailor could receive sufficient college credit for his service schools attended. This course is a combination of college and service school instruction.

The concept was brought to the attention of FKCC officials a couple of years ago, and through the combined efforts of these officials and the Chief of Naval Technical Training and the Fleet Sonar School staff, a degree program was conceived. Members from these agencies unbolted and tore apart the Antisubmarine Warfare Systems Technology curriculum — subject by subject, lesson by lesson — to determine the quality and validity of the material, and to ensure that it met the Florida State Board of Education standards. It was found that the course satisfied the Navy's requirements as well. However, to satisfy all the requirements for a degree, students would have to attend three courses at the college. Now the concept is a reality and the pilot class has already graduated with the second class well into session.

Presently, this course is only open to sonar technicians in pay grades E-6 through E-9, but the concept applies to all technical ratings in the Navy. The idea of ETs, STs, OSs, ATs, FTs, OTs and others going to the same school, and in many instances, the same classes, is viable.

The cooperative education program between the Navy school and the community college provides the students of the Antisubmarine Warfare Systems course a combined military-civilian education. Upon graduation these students possess the skills and knowledge necessary to apply advanced technological concepts to casualty analysis, maintenance, and operation of both surface and submarine sonar and fire control systems. They are skilled technicians as well as schooled managers.

It may be premature to label the program a success, but Navy students, in Navy schools, being taught by Navy instructors, and receiving a college degree is what the Navy has been hoping to find.

— WO1 A. E. Blausey, USN.

BLUERIDGE

Language Course

"English in America is a language of idioms and slang. It can be baffling for someone to whom English is a second language," says Rosemary S. Komori, a language instructor currently teaching a pilot course jointly sponsored by the Navy and San Diego Community College.

Illustrating her point, Miss Komori says, "Americans run their words together as, 'He can do it' becomes 'Hecun Doit.' Therefore, American English sounds like a very difficult language to someone who is struggling with the basics."

The program started at San Diego when Master Chief Personnelman Ruben Luna of the Naval Training Center requested help from the Navy to develop a program for Navy people having language difficulties. The Predischarge Education Program (PREP), using the resources of San Diego Community College, proved to be an excellent vehicle for promoting the project.

San Diego Community College, with Miss Komari and two other instructors, took up the task of curriculum development. The initial offering was a course at the Naval Training Center attended by 10 enlisted men.

The program has since moved aboard the amphibious command and control ship USS *Blue Ridge* (LCC 19), homeported in San Diego. It has the solid support of the command and 24 students are currently attending the course.

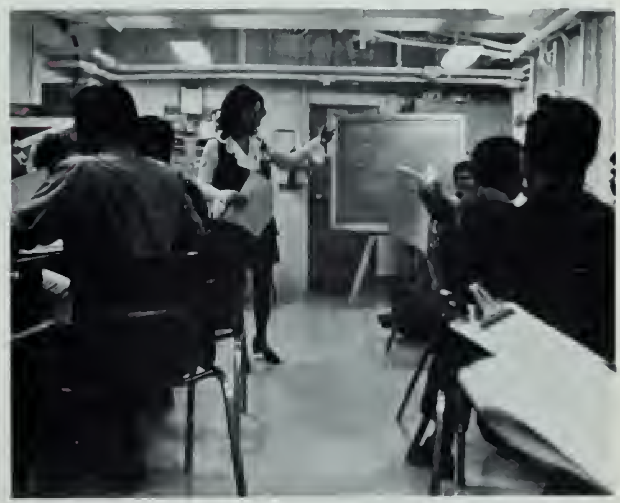
"We teach the phonetic method as opposed to emphasis on grammar," says Miss Komori.

Classroom work strongly emphasizes speaking and reading English aloud. Between sessions, students practice their reading skills by using tape recorders. The students become critical of their own language habits by following these procedures. Awareness is a first step on the road to improvement.

One student says that he is taking the course because he definitely hopes to improve his grammar. The end result will be that other people will understand him more clearly while he, in turn, will understand them.

The 10-week program in *Blue Ridge* shows high promise, helping these students realize a common ambition.

— **Story and photos by PH1 Alan J. Dooley**



BUILDER Class A School

Each year about 600 Navymen travel to the Naval Construction Battalion Center in Port Hueneme, Calif., and enter the Seabee's Class "A" Builder School. Most already have a bent for pounding nails, but they're eager to learn more than just the basics of carpentry.

During the 12-week course, the students are taught framing, masonry work, roofing, and how to tackle more complex projects like waterfront construction. They also receive an education in blueprint reading, then they construct a building using blueprint plans as one phase of that training.

Although most BU "A" students enter the school directly out of boot camp, the doors are open to applicants from the Fleet as well. For example, of the 397 students who entered from June 1973 through last January, 80 were from the Fleet.

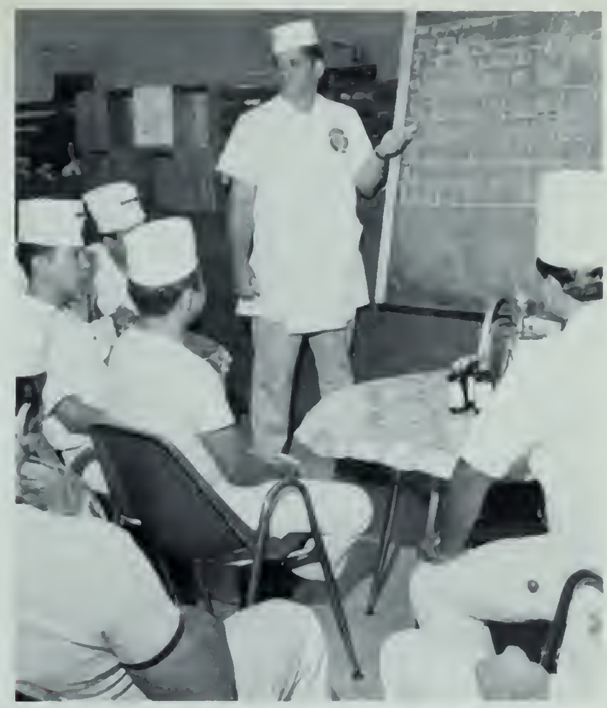
To be accepted, a BU hopeful must have a combined GCT+MECH+SP (shop practice) test score of 150 or better. SP testing is required of all Seabees, except engineering aides and is administered during basic training. However, if no SP test score is available, as might be the case with Naval Reserve applicants, a combined GCT+MECH score of 100 or better is necessary.

When a student graduates from Builder School, he should carry into the field the basic skills and knowledge that will enable him to develop into a Seabee specialist. For certain, he'll know more than how to pound nails.

— Story and photos by JOSN Scott D. Smith, USN.

There's Never Too Many Cooks

THE MORE THE MERRIER



There's no such thing as "too many cooks spoil the broth" for commissarymen assigned to the enlisted men's dining hall at the Subic Bay Naval Station, Republic of the Philippines. In fact, it's the opposite — the more cooks the merrier, the better the food.

That's true especially when there's an established on-the-job training program which helps them master new and better ways of preparing food to make meals tastier for their customers. At the same time, they are learning the latest methods of cooking without waste.

The naval station dining hall staff members spare no effort offering more individual service and making their customers feel at home. The dining hall is managed by Lieutenant (jg) Robert Ziegler, food service officer, directly under Lieutenant Commander Jose Gutierrez, naval station supply officer; they are backed up by Chief Commissaryman Warren G. Quinn and a force of 22 cooks, two bakers and two butchers.

The Navy's Food Management Team from Pearl Harbor visited the naval station to provide instruction on latest procedures in economy and sanitation, and ways to enhance the quality of food being prepared. The team, composed of Lieutenant Commander James D. Ayers, Senior Chief Commissaryman Perry R. Denby, Senior Chief Commissaryman Vincent Ares, and Chief Commissaryman Ronald C. Todd, worked side by side with naval station personnel, demonstrating proper technique in all phases of food service.

"We accomplish our mission by assisting in their effort to constantly improve the dining hall's efficiency," LCDR Ayers says. "Also we provide assistance in monitoring the contractual messmen program."

The U. S. Navy commissarymen receive on-the-job training through a "do as I do" method of instruction, employing advanced training aids and techniques. They are also shown how to break down recipes.

"Breaking down recipes means learning how to feed from one to 100 persons," Chief Todd says. This instills management awareness in responsible food service personnel with special emphasis on high quality food preparation.

Meatier baked lasagna with a tastier mixture of spices, a thicker chile con carne with better flavor, an improved spaghetti sauce, and a variation of pizza, are only a few suggestions made by the team during their visit.

"Working side by side with cooks, bakers and butchers at Subic," Chief Denby days, "is our way of showing them how to do it. The men are interested in our lectures and cooperate greatly."

Chief Todd says he was also impressed with Subic's dining hall local civilian employes, "They are quick to learn and are outstanding workers."

According to galley boss, Chief Quinn, the dining hall staff of 67 contract mess attendants strives to please the customers. They are given lectures on the operation and cleaning of food equipment, and shown films on the latest techniques in preparing bread, cakes and pies.

All recipes used at the galley are either taken from the Armed Forces Recipe Service or are local recipes introduced by Chief Commissaryman Quinn.

"Food is the single most important morale factor in the armed forces," LTJG Zeigler says. "Perhaps there's not much that can be done to improve a man's working locale or job demands, but marvelous things can be done with food. The Navy has long recognized the validity of the statement 'the way to a man's heart is through his stomach'."

The Navy Food Management Team, which arrived at Subic from a similar assignment at McMurdo Station, Antarctica, covers the entire western Pacific area. Their next scheduled stop after Subic was the dining halls of Yokosuka, Japan — there, too, to add a few more cooks to the broth.

— Story by JOC Dick Graddick
— Photos by PH2 Mike Jacobs

ADMIRAL HOLLOWAY NOMINATED AS NEXT CHIEF OF NAVAL OPERATIONS

Admiral James L. Holloway, III, USN, currently serving as Vice Chief of Naval Operations, has been nominated by the President to serve as the next Chief of Naval Operations. ADM Holloway, 52, is a native of Charleston, S. C., and a graduate of the Naval Academy class of 1943. His nomination now goes to the Senate for confirmation. If approved, he will assume the duties of CNO in June, when the term of Admiral Elmo R. Zumwalt, Jr., expires.

ADM Holloway has had a wide range of assignments during his naval career. During the second World War, he served on destroyers in both the Atlantic and Pacific Oceans. He served as gunnery officer of USS Bennion (DD 662), taking part in the invasions of Saipan, the southern Palau Islands and Tinian, and in the Battle of Leyte Gulf. After the war, ADM Holloway earned his naval aviator designation, and flew from the carriers Valley Forge and Boxer during the Korean conflict. He later commanded Attack Squadron 83 on board the carrier Essex with the Sixth Fleet during the 1958 Lebanon crisis, and with the Seventh Fleet during the Quemoy-Matsu crisis. Following graduation from the National War College in the class of 1962, ADM Holloway commanded the Seventh Fleet seaplane tender USS Salisbury Sound (AV 13). After a year of instruction in nuclear propulsion, he took command of USS Enterprise (CVAN 65), the Navy's first nuclear-powered aircraft carrier. Enterprise conducted her first two western Pacific combat tours under ADM Holloway's command.

In May 1966, at age 44, he was selected for promotion to rear admiral. Following duty in Washington in the office of the deputy CNO for plans and policy, ADM Holloway assumed duties as Commander Carrier Division Six. In February 1971, he became Chief of Staff and Deputy Commander of CinCLant and CinCLantFlt. In May 1972, he took command of the U. S. Seventh Fleet and served in that capacity until July 1973, when he was transferred to Washington to assume the duties of Vice Chief of Naval Operations.

For more on the CNO change of command, see the forthcoming issues of ALL HANDS.

MILEAGE TRAVEL RATE IS INCREASED FROM 11 TO 12 CENTS

The local travel mileage rate for military personnel has been increased from 11 to 12 cents a mile. The boost affects those people who use their cars for official business in and around their duty stations and for local travel at a temporary duty station. The new rate will be incorporated in change 255 of the Joint Travel Regulations.

UNIFORM CHANGES APPROVED BY CNO

A number of uniform changes have been approved by the Chief of Naval Operations. Round-neck tee shirts are now authorized for all officer uniforms. All Navy women have the option of wearing a black beret with service dress uniforms. The women's formal dress white uniform becomes optional immediately and will be phased out by 1 Jul 1975. For male officers and chief petty officers, an optional tropical formal uniform has been approved. Also among the changes, approved as an optional item: a single-breasted dress blue vest, with gold buttons for officers and chief petty officers, and silver buttons for E-6s and below, may be worn with the new service dress blues. All items should be available in uniform shops within a few months. Full details will be promulgated shortly in the next change to Navy Uniform Regs.

- FUEL COSTS CAUSE REVISION IN REDUCED AIRLINE RATES FOR SERVICE PERSONNEL

Military personnel are no longer able to fly on commercial airlines at a half-fare standby rate or a two-thirds military reservation rate. However, they may reserve seats at a 75 per cent rate. The earlier reduced rates were abolished by the Civil Aeronautics Board as of 1 May 1974 in response to a petition by several of the commercial airlines. The abolition of these rates was one of the several moves by the CAB to bolster the airlines' income in light of the higher fuel costs they are encountering.

- MORE DUNGAREES AVAILABLE AT NAVY EXCHANGES

The shortage of dungarees at Navy Exchanges is easing somewhat, and the Navy Resale System Office has announced that nine new exchanges will be added to the allocation list first put out in November. The office is continuing to negotiate with dungaree manufacturers to obtain more of these items for Navy men and women.

- U.S. UNITS TO HELP CLEAR SUEZ CANAL

Navy minesweeping helicopters and support forces from Norfolk and Charleston are scheduled to conduct a minesweeping operation of the Suez Canal, the crucial waterway blocked since the 1967 Arab-Israeli war. The operation, designated "Nimbus Star," will use the airborne mine countermeasures techniques employed during operation "End Sweep," conducted last year in North Vietnamese waters. The starting date has not yet been determined.

- SITREP 9, "PEOPLE AROUND THE WORLD," BEING DISTRIBUTED

Chief of Naval Operations SitRep Film Nine, "People Around the World," is now being distributed for viewing at major fleet and shore commands. The film examines the overseas homeporting program in terms of various ports in which homeporting is taking place. Commands are urged to show the film as widely as possible and to return reaction cards that are sent with each film print.

- CNO APPROVES CHANGES IN SURFACE WARFARE OFFICER PROGRAM

A number of changes affecting the Surface Warfare Officer (SWO) community have been approved by the Chief of Naval Operations. They include an expansion of the Surface Warfare Officers' school in Newport and the establishment of a new one in San Diego. These schools, with a curriculum length of 15 weeks, are designed to provide entry level training for future surface warfare officers. Other changes, including the conversion of 358 sea billets from lieutenant to lieutenant (jg), which will provide an opportunity for upgrading the duties and responsibilities of many qualified junior officers, as well as revised surface warfare officer community accession rates, retention goals, career patterns and community entry/exit policies, were all recommendations of a recently completed surface warfare officer study. Additional information on these and other changes will be included in the spring edition of the Officer Personnel Newsletter.

- NEW CNO FELLOW NAMED FOR COMING YEAR

Lieutenant Commander Lee B. Cargill, attached to VA-27 at NAS LeMoore, Calif., has been named the new Chief of Naval Operations Fellow for the upcoming fiscal year. The CNO Fellowship Program was begun in 1972 to provide an opportunity for exceptional young naval officers to participate in headquarters-level decision processes and in the formulation of naval policies. LCDR Cargill is a 1963 Naval Academy graduate and holds four Navy Commendation Medals and a Distinguished Flying Cross.

- CNO STRESSES ROLE OF SENIOR PETTY OFFICERS WITH PROFESSIONAL EXPERTISE

The following statement on career retention was issued by Admiral E.R. Zumwalt Jr., Chief of Naval Operations:

"Large numbers of senior career petty officers are presently transferring, or are contemplating a transfer, to the Fleet Reserve upon completion of 19 years and six months of service. As a result of these actions the Navy is losing a much-needed source of valuable experience and talent.

"This supervisory leadership encompasses the professional expertise and high caliber of leadership considered essential for the development of our career force in an all-volunteer force environment. Although I have recently stressed the importance of establishing an effective fleet retention program which will affect our quality first-term individuals, it is essential that we also direct our efforts toward the retention of our senior petty officers, particularly in the critical ratings. To this end, our career petty officers who are eligible must be fully counseled concerning the need for their talents and actively encouraged to continue their active service. The talents of our quality senior petty officers are needed in every area of the force, generally, and specifically in the undermanned ratings and as instructors in the various special programs.

"As a related matter, there are indications that many of these outstanding career petty officers may be transferring to the Fleet Reserve because of a misinterpretation or lack of full understanding of the provisions of the proposed new nondisability retirement system. The career force must be completely aware of all provisions of the proposed new retirement system and especially of the save pay provisions which guarantee that individuals will receive no less retirement pay than those retiring before them. It is emphasized that career decisions should be based on a thorough knowledge of present and future retirement systems and that early passage of the new proposal by Congress is not anticipated."

- NAVY BOBSLEDDERS WIN 8TH NORTH AMERICAN CHAMPIONSHIP

For the eighth year in a row the U.S. Navy bobsled team has won the two-man North American and the National AAU championships at Lake Placid, N.Y. The wins place the team in contention for a berth in the world competition in

Italy next January. The Navy sledders are captained by Lieutenant Commander Paul Lamey of ComCruDesPac, San Diego; the team's brakeman in the two-man competition is NC1 Robert Huscher of NAS Dallas. The Navy team placed fourth in the four-man competition for the North American championship.

- ENERGY CONSERVATION TEAMS TO SURVEY SHORE FACILITIES

The Chief of Naval Material has directed the Naval Facilities Engineering Command to form survey teams and inspect energy conservation possibilities at all Navy shore activities. These teams will come from the command's field divisions and will visit each shore facility within their areas before 30 Jun 1975. The teams will conduct seminars and help commands identify and evaluate individual energy conservation programs.

- SOME EXCHANGE PRICES TO INCREASE, BUT WILL STILL SAVE YOU MONEY

Some items in Navy exchanges are going to cost you more, according to the Navy Resale System Office. Kitchenware, electrical appliances, hand tools, some men's and women's clothing and juvenile furniture may go up as much as five to 10 per cent. NRSO says these price hikes are necessary to meet rising costs but that Navy exchanges still save customers 20 to 25 per cent of commercial costs.

- WOMEN MEMBERS MAY BE DUE PAST ENTITLEMENTS

Women members of the Navy on active duty, inactive duty or formerly in the service may be due some back travel and transportation allowances because of a recent Supreme Court ruling. The court held that women in the military do not have to prove that their husbands are dependents in order to receive such travel and transportation allowances. Consequently, women who have been unable to prove this and were denied allowances in the past may now be able to put in a claim for these allowances, subject to a 10-year statute of limitations. The statute of limitations does not apply if the member putting in the claim has been on continuous active duty or has been separated from active duty for less than 10 years.

- SUBMARINE SKIPPER'S WIFE NAVY WIFE OF THE YEAR

Mrs. Kathleen Parker O'Beirne has been named the 1974 Navy Wife of the Year. Her husband, CDR Frank O'Beirne, Jr., is commanding officer of the gold crew of USS George Washington Carver (SSBN 656).

Mrs. O'Beirne was selected from among 35 finalists representing Navy commands ashore and afloat. She will represent the Navy during special ceremonies to be held later this month in Washington, D. C. "Wife of the Year" winners from each of the armed services will be honored at that event for their contributions to public service activities both within the military and in civilian communities. Mother of two, Mrs. O'Beirne is active in environmental activities and community action programs in the Groton-Mystic, Conn., area.

from the desk of the Master Chief Petty Officer of the Navy

Gut Issues

MCPON JOHN D. WHITTET

Over the past three years of communicating with Navy members, I have found myself stressing several key points in my remarks and correspondence. They are some of the so-called "gut issues" that affect all Navy personnel in one way or another. I'd like to take this opportunity to discuss these subjects from my viewpoint with all hands — and perhaps some of you in the Fleet may want to add your own thoughts on these areas. Whether you agree or disagree, your letters will receive careful attention.

• RETENTION — With the exception of bonus money that is needed in certain critical areas, I believe that the Navy is becoming more competitive with the pay and benefits structure of civilian society. However, there is a real limit to what you can do with money. It will only motivate to a certain degree, and beyond that we are talking about such things as job satisfaction and environment. These two areas, in my judgment, are the crux of the retention issue, and I think that now more than ever we are going to find that our retention rate will be keyed very heavily to our ability to provide job satisfaction and improved habitability.

The young people that we recruit today come from an unprecedented environment of affluence. More often than not, when I talk to people who are leaving the Navy, it boils down to the hard reality that they are simply not satisfied with what they're doing or how they are living. Very seldom do I hear anyone compare the wage they're drawing with that of somebody else.

• JOB SATISFACTION — We are trying to improve job satisfaction by continually upgrading our classification process to help our people get off on the right foot and train for the kind of work that they are both interested in and capable of doing.

In the area of habitability, we have a particular problem in the Navy because of the very limited space aboard ship devoted to living quarters. I am by no means suggesting that we turn our warships into luxury liners, but I do want to stress the need for a more contemporary reconciliation between lavish civilian quarters across the country and the generally small and relatively uncomfortable living spaces that our sailors must put up with at sea.

To meet this challenge we are trying very hard to get the dollars that are necessary to upgrade the living spaces aboard our ships. And aside from new ship construction, many a Navy vessel has been substantially refurbished, in recent years, through shipboard talent and initiative "self-help" projects.

• FAMILY SEPARATION — Another vital area, as far as retention is concerned, is the amount of family separation that our sailors endure. To reduce the length of family separation, we have established an overseas homeporting program throughout the Pacific and the Mediterranean, which has the effect of increasing the time our ship-based personnel can spend in port with their families. This program also increases the time that our continental United States-based ships are able to spend in their home ports. We estimate that the ships affected by our overseas homeporting program will spend approximately 50 per cent of their time steaming, 35 per cent in home port and 15 per cent in other ports.

But aside from money, benefits, improving shipboard habitabiity and reducing family separation time, the real retention challenge is concerned leadership. To be able to motivate people and to make their work more satisfying . . . that is the thing!

The Chief of Naval Operations and the Chief of Naval Personnel are two of the most dynamic leaders that the Navy has produced in my lifetime. Under their very excellent direction, the tone and quality of leadership throughout the entire Navy have developed considerably. I am certain that this has been one of the strongest factors in improving our retention all across the board from first-timers to careerists.

• EDUCATION — It has often been said by various people in the education field that we have the best technical schools in the world. Naturally, I do have a lot of confidence in our ability to train young men and women to fill the many different kinds of jobs that we have to do.

It would be nice if every recruit had at least a high school education, and most of our recruits do, in fact, have high school diplomas; but we must be flexible enough to realize that the high school diploma is not the final answer to the continuous challenge of obtaining quality recruits. It is certainly no guarantee that an individual will be successful in the naval service. But generally speaking, the high school diploma is a reliable credential, and we are seeking to recruit individuals who have not only a high school education but also a sincere desire to continue to grow and help meet the needs of the most technical and sophisticated Navy on earth.

You've heard the story of how you can lead a horse to water but you can't make it drink . . . well you can also lead a person to school but that doesn't mean that you can make that person think and learn! I believe that it is better to motivate people through proper counseling and good leadership. They will then draw the right conclusions about education for themselves.

- MINORITIES — Much the same can be said for the alleviation of racial problems. Prejudice can be a difficult thing to isolate and identify, and it is extremely difficult to correct. We can issue directives and turn out paper all day long, but that doesn't mean people will read what has been stated and take it into their hearts. We can educate people as we attempt to do in our UPWARD seminars, but we cannot legislate attitudes.

We do, of course, insist upon discipline. Equal opportunity means equal responsibility, and we simply cannot tolerate undisciplined actions.

However firm and to the point or subtle and indirect, the answer is obviously an education process. Maybe it is because we rub shoulders a lot in the Navy, but I believe that we have made substantial progress in eliminating both racial prejudice and discrimination within the Navy. It is a slow ball game but I believe that we are winning.

- WOMEN — Of course, women have been in the Navy for years, but now we are expanding their role in a very dramatic way. Most of our rating groups are now open to women, and I really don't anticipate many problems. Obviously, there are jobs that take more physical stamina than others, but the ability to learn and absorb is equal between men and women, and this is the really important thing.

- LEADERSHIP — If you look back over the years, we can safely say that service life is not quite as rigorous as it was 20 or 30 years ago, in some respects. But then, neither is civilian life, and I think that contemporary leadership must reflect our changing times.

I can remember just a few years back when we saw a young man on the street with long hair and we really considered him to be unusual. If you look around now, many of our professional people, doctors, lawyers and members of Congress, are wearing longer hair and they're certainly accepted. We in the Navy are wearing our hair a little bit longer. We can't be in such a rut that we're unable to see what society is and how it changes. We have to be able to relate military life style to civilian life and at the same time maintain good order and discipline. This is a real challenge to leadership!

The main thing that I would suggest to those people who are in positions of leadership is to get out and find out what's going on in the world around them. That world, the civilian community, didn't stop still on the day they came in the Navy; it has progressed just as everything else has, and until we become very contemporary, we've got little hope of ever attracting quality people and holding them . . . and this is not so much a point of view as it is a matter of fact!

I visit commands on a continuing basis all around the world. When I see a command that is completely squared away, I know that it has taken considerable effort on the part of its leaders. It used to be easy to say "do it because I have three or four stripes on my arm and I want it done." But that certainly isn't leadership today, if, indeed, it ever was. A real leader is the person who can take these young people today and train them to be good sailors and still allow them to live with individual dignity and feel they're a part of society. This to me is what our American military system is all about. An individual who is properly trained and properly led will produce. Even when the chips are down, he will come through for you. But young people today, as always, must have the benefit of good solid leadership.

I don't think there has ever been a time in my life when leadership was more of a challenge than it is right now. And the sequel to that is my view that there has never been a time, to my knowledge, when naval leaders were more capable than they are today. Oh, yes, we have our problems, but we attack them with great vigor, and I believe that the state of the art, as I say, has probably never been higher.

Everything you should know about DUTY IN

That fateful phone call is placed to your detailer, and you hold your breath. Where will it be — your next assignment? Perhaps it is shore duty, a chance to spend some time with the family, or do a bit of traveling on your own. Or a new duty station where you'll have an opportunity to see some interesting sights and generally have as much fun as possible — plus maybe save a little money. Location, then is all-important.

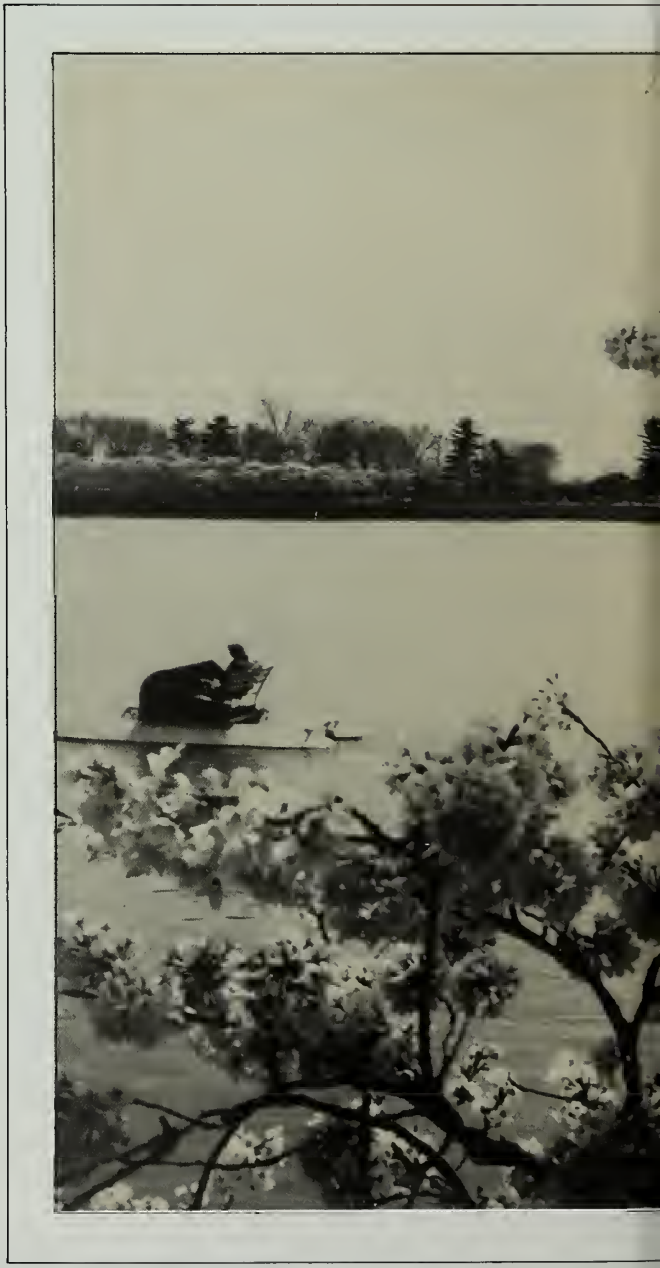
Word from the detailer is a few minutes in coming — but it seems a lot longer. He drops the phone, looks up your card, and finally picks it up to give you the word: Washington, D. C.

If you do any kind of administrative work, the chances of your being assigned to the nation's capital are better today than ever. The Navy here needs yeomen, personnelmen and the like — especially those ratings in E-6 and above. In fact, practically any rating might be assigned here as a "detailer" — to administer assignments of personnel in his own or related ratings. There's still a lot of paperwork to running the Fleet, and as your detailer will tell you, "We really need you around here."

A lot of career officers serve at least one tour in Washington early in their Navy lives, and, as we said, the chances of an enlisted person — especially one in a clerical rating — coming to Washington are better than ever. For instance, there are about 1000 yeoman billets in the D. C. area alone.

Just what each individual's reaction is to an assignment in Washington is a matter of individual taste. Some people have heard stories about the high costs of living and traffic congestion, and they aren't anxious to try it all out personally. To others — for numerous reasons — Washington is the chance of a career — an opportunity to work with the most senior officers who are running the Navy and to share in the many activities of this lively and constantly growing urban area. And there's probably more to see — and do — here than anywhere else in the world. Much of it is free.

There is certainly very little that is usual, common or ordinary about Washington, D. C. Even those who have lived here for years can be surprised and stimulated by the freshness of the town, and it's only



WASHINGTON, D.C.

Jefferson Memorial in the Spring

the rather dull people — who hide themselves under a shell — who think duty in the nation's capital is a bore.

So — if Washington wasn't on your preference list when you were first assigned here, we're willing to bet that you'll get more out of the experience than you had expected. In any event, prepare yourself for an adventure.

Apartments and Housing

A roof over your head is one of the first things you'll want when you get to Washington. There are several ways to obtain one, but in general it's best to follow the ground rules — don't rush things; take your time and look around.

If you're a single enlisted man or woman and assigned to the Navy Annex (Bureau of Naval Personnel) or the Pentagon, or somewhere close by, and you haven't set up house for yourself when you arrive, you'll probably hang your hat in one of the barracks at the nearby Army post, Ft. Myer. A lot of Navy and Air Force people stay there, and some people who aren't inclined to shell out money for an apartment may stay there for all of their tour.

If you do want to find a place of your own, you can still take advantage of barracks living as you start your tour — this offers you an opportunity for apartment- or house-hunting without the rushed feeling. Renting an apartment in Washington, Northern Virginia or Maryland can be expensive — but not as expensive as in many metropolitan areas.

Rents in the area generally are high, due to the low vacancy rate of Washington area apartment buildings (about one per cent). Tips for looking for a livable place are: finding an area you like, preferably close to work and close to a bus that takes you to and from work if you don't want to drive.

If you prefer living farther out, where rents are cheaper, you'll want to investigate car pools. Car pools are very much encouraged, and at many Navy activities there are car pool information systems to help new arrivals in the Washington area.

A two-bedroom, unfurnished apartment goes for somewhere in the area of $225-275, and you can scale other sizes and prices from that point. Groups of two or more Navymen often share apartments. Another word of advice: don't rent a furnished place even if you can find it. It isn't worth it. You can pick up the necessary pieces of furniture for much less than the extra rent costs. (There's a thriving market for used furniture through the want ad columns.)

While most people rent apartments, there is a large Navy housing facility near Bolling Air Force Base, neighboring Anacostia. There's a waiting list — at least four months for a one-bedroom living unit, six months for two bedrooms and 12 months for three bedrooms.

On the subject of housing — one of the first things to do is to turn to the Joint Armed Forces Housing Office which has a branch on the main concourse of the Pentagon (telephone OX7-4115, 6) and the headquarters office at Ft. Myer (telephone OX2-9538). Whether you are interested in renting, buying or selling, this is the place to check since it is a clearing center for all the Armed Forces and you can obtain listings according to the particular section of the Washington-Virginia-Maryland area where you will be located.

Each of the housing referral offices in the Washington area has the same listings as those available at the Pentagon office. Since you are required by regulations to report to a housing referral office, it would be to your advantage to visit the office on the base to which you are being assigned before looking elsewhere. You may even have your lease looked over before signing at Bldg. 59, North Post, Ft. Myer.

Buying a house can be a very expensive proposition in this area — it depends on where you locate, but starting prices of $30,000 to $40,000 are common. However, if you're a family man and thinking about housing, you may be interested in what is known as the "homesteader policy." This is an incentive especially designed for those assigned to the national capital area.

As outlined in BuPers Note 1306 of 7 Nov 1972, the Navy established its first return tour or "homesteader" policy. Basically, this policy says that if you serve a tour in Washington and want to return after a stint at sea, you will be guaranteed assignment in the area. This is a real break for those who want to purchase homes here since they will not be obliged to sell them at the end of their tours.

The note also lists a couple of other incentives for the yeomen and personnelmen who find serving in Washington agreeable. One is a year's shore tour extension in Washington for those so requesting and having their command's approval. Another is the "intra-area comptour" which allows yeomen with shore tours of more than 48 months to transfer to another command within the Washington Naval District after serving between 24 and 30 months in the area. This is a no-cost transfer which cannot be guaranteed, but which will be honored whenever practical.

The advantage of buying a house — especially with the Navy's new homesteader policy for the Washington area — can be very great. The value of land and houses is constantly on the rise, so a house — if you improve on it at all — will be worth everything you have put into it and more.

Above: Aerial view of the Navy Annex, Arlington, Va., which houses the Bureau of Naval Personnel. Right, above: The Pentagon, Department of Defense. Right: Crystal City which houses many naval activities.

All of this is to say that the Navy needs you — especially in Washington. While there aren't that many ships which steam the waters of the upper Chesapeake Bay (Navy types that show up at the local Navy Yard are gun and patrol boats and an occasional destroyer), this is the headquarters of the Navy and many of its major support activities.

Navy on the Washington Scene

Where, then, do they put all those Navymen who are needed?

There are a lot of answers to that question. One of the most correct ones is the Pentagon. Located just across the river from the District of Columbia and near Arlington Cemetery, the Pentagon is the

working home of the Secretary of Defense, Joint Chiefs of Staff, Chief of Naval Operations, and much more. It is the world's largest office building — even though it doesn't look it from the outside—and gives jobs to around 30,000 people, both civilian and military.

On a hill overlooking the Pentagon — and most of Washington — and right next to Arlington Cemetery is the Navy Annex, sometimes known as the Arlington Annex. Its chief claim to fame is as the headquarters of the Chief of Naval Personnel, and it also houses the Headquarters of the Marine Corps. Here is where all the officer and enlisted detailers work, where personnel programs are worked out, and where the service records of active duty personnel are kept. Almost any personal request that comes to Washington from the fleet and shore commands will probably wind up here, so you can see why the need for men and women in clerical ratings is especially acute here.

The Navy Communications Center is located in the northwest sector of the District, just across the street from American University. As the name implies, it is responsible for a lot of sophisticated communications equipment and it is also not too far from the Naval Observatory, the official home of the CNO.

The Navy Yard, headquarters of Naval District Washington, is situated on the banks of the Anacostia River. You'll find it to your benefit to visit there. Among its facilities are a Navy Exchange, uniform shop, officers' club, CPO club, Navy Federal Credit Union, dispensary, dental clinic and gas station. The yard also maintains the Navy Library and Naval Historical Museum. Across the Anacostia River is the home of the Naval Photographic Center. Anacostia is the site of the Navy Housing Office and Family Services Center. It also has a dental clinic. If you

are assigned to a location other than the Pentagon or the Navy Annex, you may have reason to visit Bldg. 92 at Anacostia, since it is the repository for service records of some 4000 enlisted personnel and 1250 officers stationed in other Washington and nearby Maryland and Virginia naval activities.

The Bethesda Naval Medical Center is north of the district in Maryland, next to the National Institutes of Health. It is one of the largest centers for medical care and research in the world. It is also a stopping-off place for tours for a lot of hospital corpsmen, dental technicians and the like. Bethesda, along with the Bureau of Medicine and Surgery headquarters, near the Lincoln Memorial and State Department in downtown Washington, serves as the major center for medical care for Navy personnel and their families in the Washington area.

Other places to which Navy people are assigned in the Washington area include the Ballston Center Towers complex in Arlington County, headquarters of the Navy Recruiting Command, the Washington office for the Chief of Naval Education and Training, and the Office of Naval Research headquarters.

Along the major highway running south of the Pentagon is Crystal City, a high-rise office complex in Alexandria, Va. There's another complex called Rosslyn, also known as "little New York." Rounding out the picture are the Naval Air Station in Patuxent River, Md., and the Naval Station (and the Naval Academy) at Annapolis, Md., all within easy commuting distance of the District.

Your Job in Washington

Working in an office in Washington may not appear too much different than working in an office elsewhere, yet it doesn't take too long to pick out

Left, above: The National Naval Medical Center, Bethesda, Md. Left: The History and Technology Building of the Smithsonian Institution. Above: The Washington Navy Yard with the Anacostia River in the Foreground.

the differences that do exist. First, and most importantly, the work a person does in Washington usually has Fleet-wide consequences, whereas at a support activity, the job may involve and affect only the people at the local command.

Working in Washington means that you are likely to come in contact with more high-ranking military and civilian people than you would elsewhere in the Fleet. There is a concentration of gold braid in the nation's capital, indicating the importance the Navy places on most of the jobs assigned in Washington.

Working conditions vary, but chances are — no matter what your rank or rate — you'll be able to wear civilian clothes to the job most of the time. Wednesday of each week is "uniform day," and everyone in all the services dons his uniform; otherwise, the uniform is mostly optional. As elsewhere in the Navy, you'll have to stand watches — for which uniforms are required — depending on where you work and what kind of watches are necessary.

While the cost of living has gone up everywhere, the military man and his family who are wide-awake to all opportunities can really save money. One of the main advantage of the Washington area is the large number of services offered at military bases; most of these are Army, but they're geared to handle the needs of people from all branches of the services.

Consequently, you have a variety of exchanges and commissaries from which to choose. With these the burden of feeding and clothing the family is considerably lightened and the convenience of it all is enhanced.

These bases also have recreational facilities — swimming pools, hobby shops, tennis courts and baseball and softball fields — which are open to military families. Then there are the many military movie theaters in the area, showing the same movies you would see downtown, but usually at less than half the price.

If you're a 1st class or chief petty officer with more than 10 years in the service, your total annual income from the Navy — base pay, comrats and BAQ — probably ranges from $10,000 to $12,000. With an income like that, Bureau of Labor statistics say that in the Washington area you should count on putting about $2000 to $2400 of it into housing — either by buying or renting. Another $500 will go to transportation expenses, such as keeping up the car and paying insurance. This give you a small indication of the kind of money you have to spend to live in the Washington area.

But if you're married and your wife wants to work, chances of her getting a job with the government or some commercial company which needs secretarial help, for instance, may be pretty good. This could add considerably to your income. For example, the current starting salary for a Government Service GS-4 employee is $7198 and that of a GS-5 is around $8000. There are many other job categories available to qualified people, so the opportunities for earning extra income are fairly ripe.

Finding things to do in the off hours is a problem faced by few Washingtonians. The city is alive with music (it's the home of the Navy Band), museums, theaters — live and film — recreational facilities, and places of general interest for practically any taste. There's a lot more to Washington than simply the monuments which you see in travel brochures. This is discussed in a forthcoming section — the Washington the tourist rarely sees.

As the seat of the Federal Government, Washington, D. C., has been called the "world's largest company town," and if you come here on an assignment for the Navy, you too will be a part of that company. You should have something in common with almost everyone else in the area and, if that's the case, you may find Washington to be a very congenial place.

ON THE SCIENTIFIC FRONT

COMET KOHOUTEK

Ultraviolet Camera Photographs Huge Hydrogen Cloud Around Kohoutek Comet

An ultraviolet camera designed and built by the Naval Research Laboratory was carried aloft in January by a NASA Aerobee rocket to snap a picture of Comet Kohoutek. When the camera returned to earth after its 120-mile journey which began at White Sands, N.M., NRL scientists reported an unexpected finding. Recorded on film was a huge cloud of hydrogen three times the diameter of the sun. The hydrogen cloud completely enveloped the comet's head and most of the visible part of its tail. Some of the hydrogen appeared to be blown away by the sun to form a tenuous cloud behind the comet which is many millions of miles across.

Space scientists believe that Kohoutek itself consists largely of water ice in which dust and other ices are embedded. As the water evaporates when the comet nears the sun, the action of sunlight breaks the evaporated water up into its component hydrogen and oxygen atoms. The lighter hydrogen atoms escape rapidly producing the extensive cloud captured by the NRL camera.

Naval Research Camera Aboard Skylab IV Records Progress of World's Latest Comet

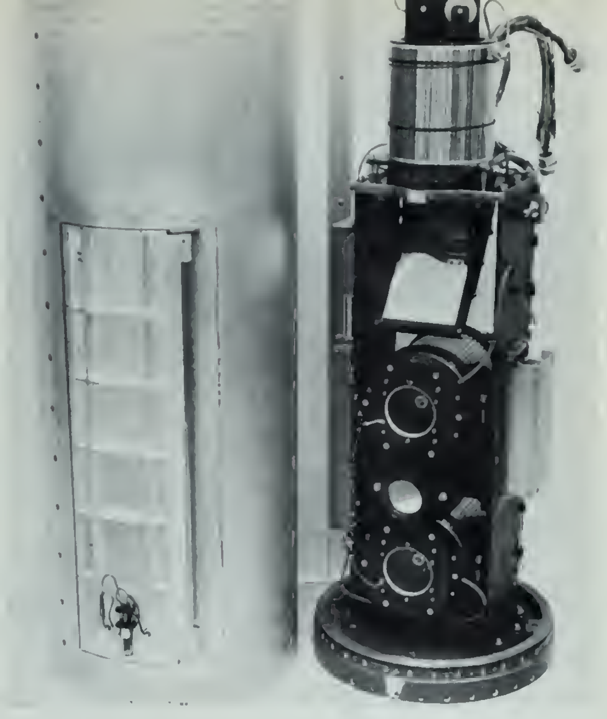
In January, when comet Kohoutek streaked across the sky at its brightest, a Naval Research Laboratory camera snapped pictures of it from both inside and outside Skylab IV.

The camera had been redesigned for Skylab by NRL men from their original model, used for man's first moon-based space observatory which operated during the *Apollo XVI* mission.

The camera viewed the comet in ultraviolet light which made it possible for scientists to compare Kohoutek's halo with that of other recent comets. Comparison was also possible with the earth's hydrogen geocorona which was photographed from the moon during *Apollo XVI*.

During the Skylab IV Mission, the NRL camera was the only device available to NASA which could obtain images of the comet on a wavelength which included the light from atomic hydrogen.

Left: An ultraviolet camera exposure of the comet Kohoutek unexpectedly showing a massive hydrogen cloud enveloping it. Several ultraviolet cameras, like the one above, were launched to photograph the comet; one from an Aerobee rocket and the other from Skylab IV.



Navy Research Puts Old Drug to New Use; May Prove to be Aid to Divers

Navy divers may be able to put an old pharmaceutical to a new use. Disulfiram, also known as Antabuse, now used to treat alcoholism, has been found to provide substantial protection for certain animals against the toxic effects of breathing excess oxygen for extended periods. Further studies are underway to determine whether similar protection would be provided to humans.

Divers can use oxygen advantageously to reduce extended decompression. Without extraordinary amounts of oxygen, for example, decompression after a saturation dive can last for days or even weeks. Inert gases such as helium are contained in a diver's breathing gas mixture and accumulate in his body tissue. These gases must be removed slowly if decompression is accomplished safely. This process can be considerably speeded up by breathing oxygen to rapidly replace the inert gas.

However, oxygen can also, under certain conditions, have an adverse effect on body tissues. A diver's central nervous system or lungs can be affected, depending upon conditions of his exposure to oxygen.

Researchers at the University of Kansas, however, working under an Office of Naval Research contract, discovered that animals injected with disulfiram before exposure to oxygen were less prone to quick damage because of excessive oxygen. The degree of protection provided by disulfiram varied in different species and strains of animals.

Annapolis Midshipmen Aid Environmentalists By Sampling Copper Content of Chesapeake Bay

Environmental Sciences Department students at the U. S. Naval Academy, Annapolis, have determined that in the last 75 years the copper content of Chesapeake Bay sediments has increased markedly — in some places more than fourfold. The copper detection method used was recently adapted to seawater by two Naval Academy chemistry professors.

The Annapolis project narrowed the scope of its study to copper detection. Midshipmen aboard one of the Academy's yard patrol craft, which has been converted to a full-scale oceanographic vessel, collected tubes of cores of the Chesapeake Bay bottom at five widely distant locations. The lower level of the core samples represented silt deposited 75 or more years ago. Using data collected by Bay scientists, they estimated that a sedimentary layer roughly five to 10 feet deep had been deposited since the European settlers first arrived in the United States.

The midshipmen's study has important ramifications for environmentalists and several students will continue the study to discover under what conditions the Bay's copper might become soluble. "If some bacterial action occurs that will convert insoluble metals into soluble ones," the instructor of the Academy's environmental pollution course said, "there is a chance the Bay will be contaminated with copper ions."

Heavy concentration of copper could prove lethal to fish in the Bay but, as yet, the metal content in the Bay bottom appears to be insoluble. If further study can determine under what conditions solid metals will become soluble and perhaps lethal to the Bay, steps may be taken to prevent these conditions from becoming more serious in the future.

NRL Scientists Begin Intensive Marine Fog Studies in Galapagos Islands Area

Early this year, scientists from the Naval Research Laboratory began an intensive investigation of marine fog formations near the Galapagos Islands. They were aboard the laboratory's catamaran research vessel USNS *Hayes*.

Marine fogs not influenced by huge land masses are relatively frequent occurrences around the Galapagos, which straddle the equator about 600 miles west of the Ecuadorian coast. According to Dr. Lothar Ruhnke, head of the Naval Research Lab's Atmospheric Physics Branch, strong horizontal temperature gradients in the ocean's surface layer may be responsible for the phenomenon.

The high frequency of fog near the Galapagos gave the chemists, biologists, oceanographers and physicists aboard *Hayes* ample opportunity to make detailed measurements of fog formation and dissipation.

Investigation included wind velocities, sea and air temperatures, fog visibility and duration, air mass identification, aerosol and water chemistry, droplet size, atmospheric electrical charge and identification of microorganisms, such as bacteria which may be associated with fog droplet nuclei and aerosols.

The results of the study are expected to provide better understanding of fog generation and duration, which are important to safe operation of naval and commercial fleets.

Radar and Computer Technology Help Scientists To Photograph and Study Projectiles in Flight

A rapidly moving projectile was recently photographed in flight by the Naval Weapons Laboratory at Dahlgren, Va., an accomplishment roughly equivalent to photographing a football traveling at 1000 miles per hour over a two-to-five-mile course.

Without electronic assistance, of course, manual operation of the motion picture cameras was out of the question. Engineers used a radar and computer coupled with camera mounts to predict the distance between the projectile and the cameras. They also determined the line of flight the projectile was expected to fly. As soon as the projectile was fired, a radar measured its initial velocity and fed this information to the computer which defined the trajectory. This information was relayed to the camera mounts which locked in at the precise distance and elevation. Camera operators then had a choice between staying with the computer or tracking manually.

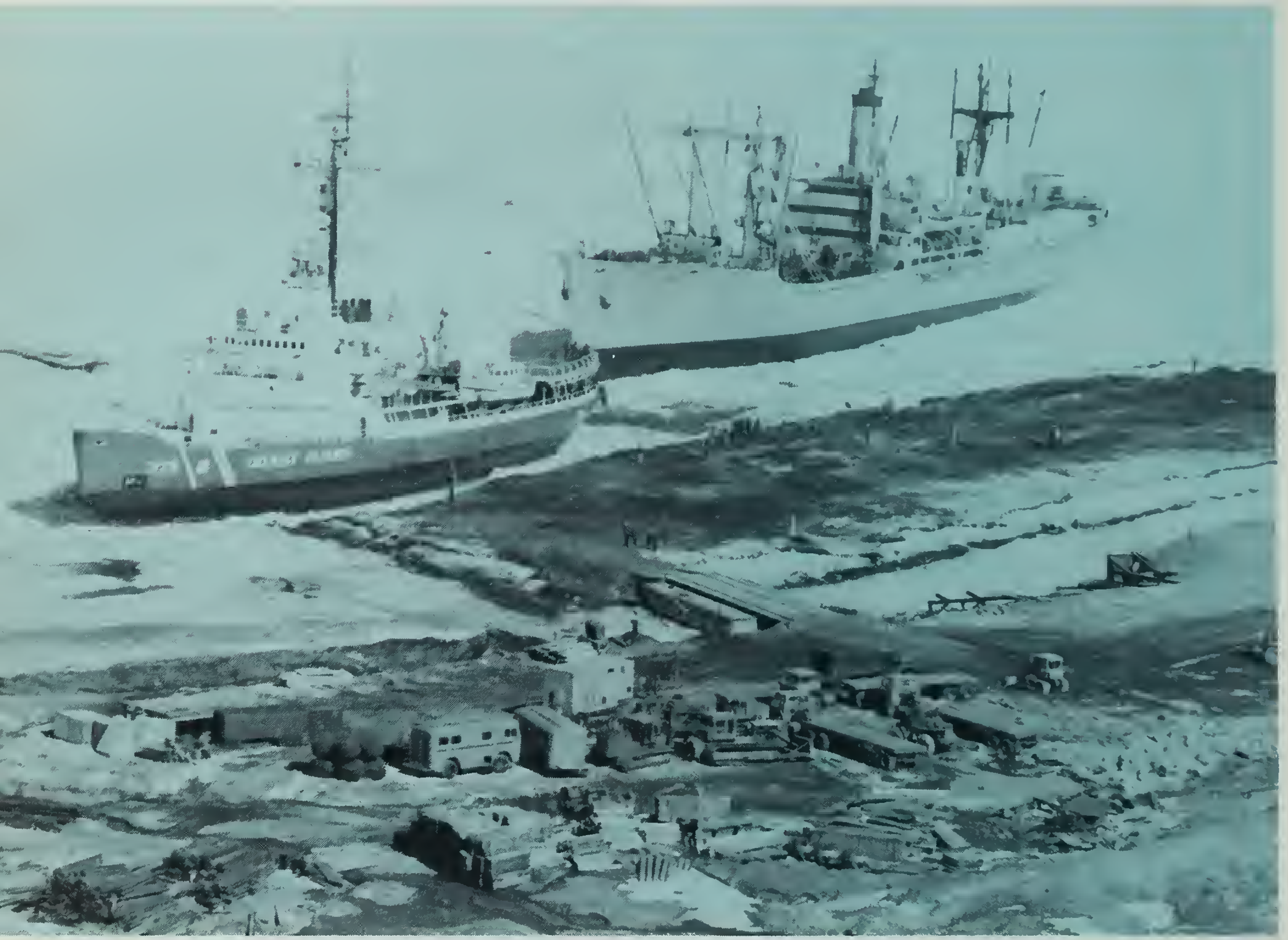
This capability gives scientists and engineers a new dimension in studying projectiles in flight. Up to now, it has been mostly guesswork whether a projectile wobbled, wigwagged or deviated in some other manner in its trajectory. Tracking and photographing a projectile in flight now gives first-hand visual observation under actual flight conditions. Data obtained from such photographs can be helpful in future projectile design.

Right: The unique naval research ship USNS Hayes, which made intensive investigations of marine fog formations near the Galapagos Islands.

Left: Annopolis midshipmen work with the Environmental Protection Agency (EPA) in collecting samples from the bottom of Chesapeake Bay. Above and below: An apparatus composed of radar and computer parts coupled with camera mounts to photograph projectiles in flight.

How do you build a pier for the South Pole?

THE WORLD'S



A man-made ice cube was serving as the unloading pier at McMurdo Station, Antarctica, this past summer season as U. S. Coast Guard icebreakers and Military Sealift Command cargo ships reached the southernmost continent for the annual resupply of stations with materials, food and fuel.

The ice pier, made last winter (summer in the U. S.) by the 156-man crew that spent the winter at McMurdo Station, stretches about 650 feet along the shore of the bay, and is 460 feet across on the seaward side. The giant ice cube, about the size of a football field, is some 200 feet wide, about 25 to 28 feet thick and actually floats in the Ross Sea, some 850 miles from the South Pole.

First ship to use the pier was the icebreaker *Glacier* (WAGB 4) which arrived in Winter Quarters Bay shortly after noon on 8 Jan 1974. *Glacier* broke a 17-mile ice channel in company with another Coast Guard icebreaker, *Staten Island* (WAGB 278). *Glacier* then moored in the channel with her lines secured to timbers sunk in the man-made ice pier.

The pier, "Wally's Wharf," was named after Chief Utilitiesman James Wallace who supervised construction of this six-month-long project in the Antarctic darkness. The task became necessary because, at the end of the Deep Freeze 72 summer season (February 1972), a severe storm raged across McMurdo Sound shoving giant ice blocks into the pier area, destroying docking facilities.

The following summer season, the men of Operation Deep Freeze 73 built a trial ice pier. A timber framework was built, then filled with snow and water to form an ice cube. Bales of straw from New Zealand were used to insulate the surface to keep the ice from melting as summer temperatures at McMurdo rose.

During the past Antarctic winter — from March

BIGGEST ICE CUBE

until this past October — the winter-over crew built three pumping stations on the frozen sea ice and started the formation of the present ice pier. The build-up of the ice pier started with the pumping of seawater into six-inch layers using plastic tubing as the exterior boundary of the giant block of ice.

Several problems hampered the construction of the wharf in addition to the difficulties encountered because of continuous darkness and sub-zero temperatures. Extreme variations in temperature, high winds, the changing in elevations resulting from the seawater flowing to low spots, the effects of the tides, and pressure ridge action along the seaward edge of the ice wharf, all presented difficulties to the men creating the pier. High winds caused shifting of the polyethylene tubing and constantly changing temperatures slowed the freezing of salt water after being pumped from the bay.

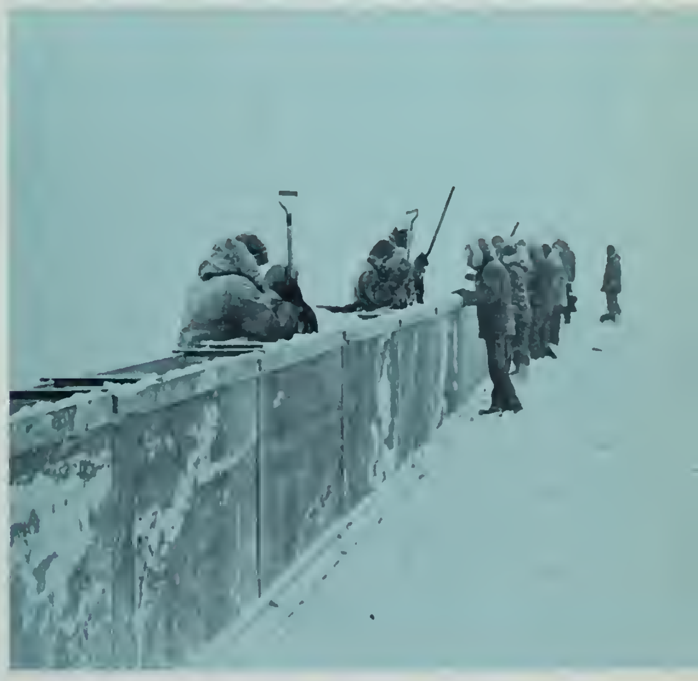
By the end of May, the ice cube was about six feet thick at the outer edges and some eight feet thick in the center. It took an estimated 900,000 gallons of seawater to achieve this thickness. New tactics had to be used if the pier was to reach desired thickness by summer.

Chief Wallace proposed a snow wall instead of the use of tubing. With all station men divided into six sections and working in four-hour shifts, they built the front section of the snow wall by hand and shovel. By 14 June, the four-foot-high snow wall was completed on the seaward edge; this section proving successful, the remaining three walls were constructed with the aid of a D-4 bulldozer.

High winds — which affected the tubing previously — didn't bother the new snow wall; pumping continued around the clock, in any kind of weather.

The "Ice Construction Corporation," as the six crews were called, then rebuilt the snow walls every month as necessary, when the basin filled and froze. By the end of August, the pier had been built to a depth of 26 feet. It was ready for use by the resupply ships of Operation Deep Freeze 74. "Wally's Wharf" was in business.

Facing page: USCGC Staten Island edges the cargo ship USNS Private John R. Towle into the new ice pier in Winter Quarters Bay, McMurdo Station, Antarctica. Above: Navy personnel start the pier in the darkness of the Antarctic winter by first constructing a four-foot high wall, 360 ft. long. Below: Later a wooden form is filled with snow and water making a smooth surface for the ships to tie up. Below left: Freeing the tow rope from the quay wall as the ice pier is being moved.



QUESTIONS from officers AND ANSWERS

Q. *I have an advanced degree in aeronautical engineering and want to be considered for designation as a proven subspecialist under the Navy's Operational Technical Managerial Systems (OTMS) Program. When is the next subspecialty selection board scheduled to select proven subspecialists?*

A. The next Aeronautical Engineering Subspecialty Selection Board is scheduled to convene in November 1974. Below is a schedule of OTMS subspecialty selection boards for the remainder of fiscal year 1974 and fiscal year 1975. If you are in doubt as to whether your record will appear before a particular board, contact the Community Management Branch (Pers-403) in the Bureau of Naval Personnel at Autovon 224-1266 or 1270.

FY 1974	
May	Communications
Jun	Intelligence
FY 1975	
Nov	Aeronautical Engineering
Dec	Transportation
Feb	Environmental Science
Apr	Ordnance Engineering
Apr	Computer
Jun	Politico-Military/Strategic Planning
Jun	Ship Engineering
Jun	Operations Analysis

Q. *How do I indicate my desire for postgraduate education?*

A. The officer preference card is the proper and most effective method of making postgraduate desires known to BuPers. Available curricula and eligibility criteria are described in the current OPNAVNOTE 1520. The tearoff tab on the bottom of the preference card should be filled out completely, indicating the appropriate numeric code for the PG curriculum desired. When the preference card is received in BuPers this information is computerized. This data is provided to the annual Postgraduate School Selection Board. Keep your preference card current.

Q. *What is the present policy of split-touring surface warfare department heads?*

A. There is currently an active program whereby top-performing graduates of the Navy Destroyer School split-tour to amphibious service force ships and destroyer squadron staffs after 12 to 18 months as a destroyer department head. The intent is to enhance the warfare expertise of high-performing officers in order to develop a more knowledgeable junior officer while building a more homogeneous and versatile base of middle and senior grade officers. The more officers split-toured, the greater the benefits which will accrue to the surface warfare community, and concurrently enhance the assignability of the individual officer. Preference for this type of assignment should be indicated on the officer preference card.

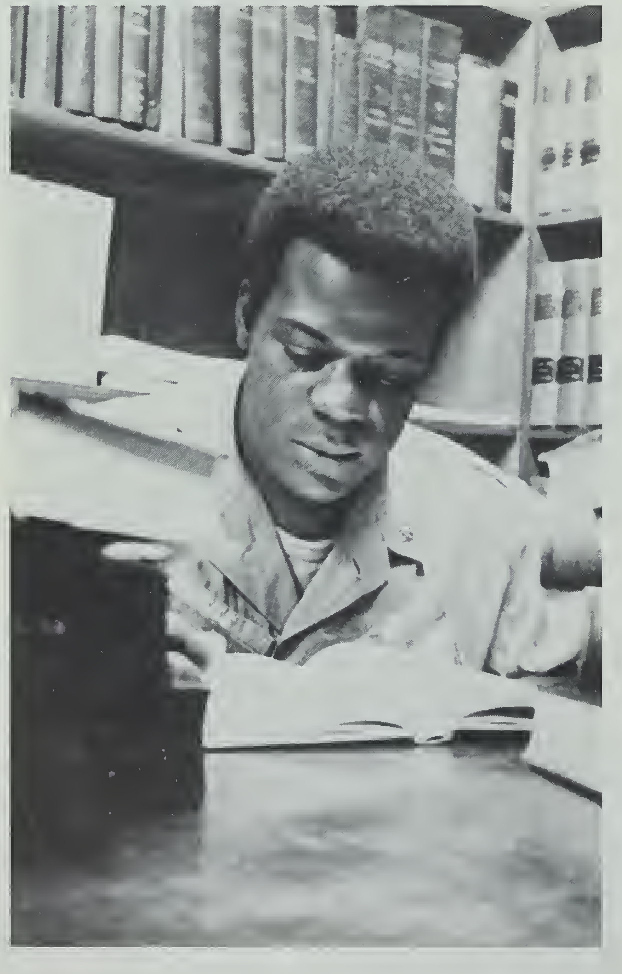
Q and A

Q. *Who is responsible for setting my planned rotation date (PRD) and what is its significance?*

A. The PRD is a planning device for use by the individual, his command and the Bureau of Naval Personnel. The PRD is set by the Bureau (specifically, by your assignment officer) in consonance with present assignment policy and existing Bureau and Department of Defense directives. The PRD is assigned each time an officer is ordered to a new duty station and represents the month and year in which his reassignment is planned. It is a tentative date and subject to change. The date is initially based on the established tour length in the activity to which ordered.

Q. *I have heard the term "disassociated" tour used in connection with duty assignments for aviators. What constitutes a "disassociated" tour, and when does it apply?*

A. In the aviation world, a "disassociated" tour is a *sea* tour in an environment outside an individual officer's "warfare specialty," i.e., VA, VF, VAQ, VS, VP, VAW, VQ, HM, HS, or HC. Normally, a junior officer will complete three sea duty tours before attaining eligibility for command selection. Ideally, two of the sea tours will be served within the same warfare specialty community, while one tour (disassociated) is open for assignment to either ship's company, afloat staff or selected overseas billets.



Q. *I understand that a major factor in making assignments is the cost incurred in a PCS move, yet I still see people moving across country. What are my chances for a cross-country move?*

A. As a rule, in the officer community, no move is made on the basis of personal preference alone. Assignment officers have three basic factors they must consider in determining an officer's duty assignment: the needs of the service, the career needs of the individual and the desires of the individual. A cross-country move can be made when an individual's particular qualifications require the assignment.

Q. *I have heard the term "warfare specialty" used on several occasions during discussions about career planning. Is "mining" an example of a warfare specialty?*

A. No, mining is an example of a mission assigned within a warfare specialty, whether it is in the air, surface, or submarine communities.

The term "warfare specialty" is used to describe an individual's primary area of expertise such as aviation, surface or submarine. There are many missions assigned to the particular warfare specialties, mining being one that applies to all three. We continue to need all three. We continue to need a large group of mine warfare experienced officers in all three unrestricted line communities and at all ranks, but that expertise will be accumulated by some as they progress through their warfare specialty career.

Q. *What is the length of time required to train a Navy pilot?*

A. There are many variables that affect the training cycle for pilots; therefore, a definitive training cycle duration cannot be predetermined. Some of these factors include weather, aircraft availability, instructor availability and, of course, the individual student's progress. However, the average time to complete the helicopter pipeline is 12 months, the prop pipeline is 14 months; and the jet pipeline is about 17 months.

Q. *What is the length of time required to train a naval flight officer (NFO)?*

A. The same variables that affect the pilot training cycle (above) also affect the NFO training cycle. The NFO training cycle takes about 10 to 12 months to complete, depending on the pipeline.

Q. *Who can apply for pilot and NFO training?*

A. Generally, any officer candidate enrolled in an officer-producing program leading to a commission in the unrestricted line of the Navy or Naval Reserve may apply for pilot or NFO training. Additionally, any commissioned officer, active or Reserve, who meets the eligibility criteria may apply.

Q. *As an officer ordered to a fleet squadron, my orders contain a "greemain." What is a greemain and am I obligated to accept a set of orders containing such?*

A. A greemain is an agreement to extend on active duty for a specified period. Greemains are writen into *all* orders to fleet squadrons when the officer does *not* have sufficient obligated service remaining, without the greemain, to complete the normal squadron tour. The greemain may either be written into the body of a set orders or listed as a supplementary item.

An officer is not obligated to accept a set of orders which incurs additional obligated service. If the officer does not desire the obligation incurred by acceptance, he should officially notify BuPers before execution of any portion of these orders. Once an officer has executed a set of orders containing a greemain, he can be held to the obligated service specified.

Q. *As a temporary warrant officer who has twice failed of selection to the next grade, what are my options?*

A. If you have less than 18 years' active service, you must revert to your permanent enlisted grade for retention on active duty under your current enlisted contract. If your enlisted contract has expired, then you have the option of discharge or enlistment in your permanent enlisted grade with continuation on active duty.

If you have more than 18 years but less than 20 years' active service, you will be permitted to remain in your temporary grade until eligible to retire, at which time you have the option of reverting to your permanent enlisted grade and continuing on active duty, reverting to the highest enlisted grade and transferring to the Fleet Reserve, or retiring as a warrant officer.

If you have at least 20 years' active service, you will have the option of reverting to your permanent enlisted grade and continuing on active duty, reverting to the highest enlisted grade and transferring to the Fleet Reserve, or retiring as a warrant officer.

It should be noted that a temporary warrant officer reverting to his permanent enlisted grade and continuing on active duty is not guaranteed completion of 30 years' active service. Personnel reductions may require termination of active duty before completion of 30 years' service. Additionally, reenlistment in any specified rating must be in accordance with the reenlistment policy existing at the time of reenlistment.

Q. *The Aviation Command Screen Board meets annually to select principals for aviation command. What is the composition of the board?*

A. The Aviation Command Screen Board members are senior officers representing the various communities of naval aviation. For example, the FY 74 Aviation Command Screen Board consisted of 20 officers with respective VA, VAM, VF, VAW, VP, helo, VS and heavy jet backgrounds. Ten of the members were former RAG or CAG commanders. Additionally, one member was an NFO, another was a minority representative, and another a former POW.

QUESTIONS from enlisteds AND ANSWERS

Since the new evaluation form for 1st and 2nd class petty officers has become effective, many questions have been received. The following have been asked most frequently:

Q. *Where will the bell-shaped curve fall with regard to the new enlisted evals?*

A. The majority of marks given by a command should fall down the middle column "Typical Petty Officer of Ratee's Rate & Meets or Exceeds Requirement of the job." Any marks outside this area require comments supporting the high or low grade.

Q. *How do you intend to keep everyone honest on the system?*

A. The computer at BuPers will maintain a running account of the grading practice of each command. Data will also be collected on the evaluator through use of his social security number. Both of these reports will enable BuPers to monitor and police the system. These reports are currently in use for E-7, 8 and 9 evaluations, and have proven successful in keeping grades down. In fact, the grades given CPOs today are lower than last year.

Q. *What about those commands with a large number of highly qualified performers?*

A. This is where the remarks and justification comments come into play. There are commands in the Navy that have received a high proportion of outstanding individuals, prescreened for special assignments. In these cases comments should document the large number of high grades. However, the individual cannot receive high grades just by virtue of being assigned to that command.

Q. *Will selection boards and the proposed E-7 selection board adjust evaluation marks for high/low evaluators?*

A. Each selection board is provided the reports described above for use with its deliberations. The boards can and do weigh performance averages based on these reports and the comments on each evaluation sheet. The boards are made up of individuals from each warfare specialty including E-8s and E-9s of each rating and are very good at recognizing a "snow" job or bad evaluator.

Q. *There has been a lot of emphasis placed upon grading down the middle. Will this emphasis result in undermarking?*

A. The chances of undermarking are extremely remote. However, some may feel that they have been undermarked when they see their new grades. Everyone will have to reorient his thinking to the more accurate evaluation system.

Q. *Will the system be expanded to include 3rd class petty officers?*

Q and A

A. Next year a study will be conducted to evaluate the effectiveness of the new system and to make recommendations to the CNO on the findings. One of the specific items to be looked into will be the expansion of the system to include 3rd class petty officers.

A decision should be promulgated by midsummer next year.

Q. *How will the new codes be used for personnel actions?*

A. Since we have gone off the 1.0 to 4.0 scale for 1st and 2nd class petty officers, a new system was designed to mark without performances averages. Personnel actions will be based upon not having a specific number of certain grades during a period of time. These actions and the criteria are listed in BuPersNote 1616 of 16 Aug 1973.

Q. *Since there is no longer a performance mark average, how will the advancement multiple be computed?*

A. A formula has been developed for use with the new evaluation system. The formula is needed to combine the two distinctly unique evaluation systems during the transition period when both are needed for the advancement multiple. The formula will also weigh each factor relative to the period of time covered. This formula will be promulgated in a forthcoming BuPers Notice.

Q. *Will individual commands have to compute performance averages for advancement cycles?*

A. No. Commands will submit only the performance average from the 1.0 — 4.0 system to the exam center. Performance marks from the new evaluations will be provided to the Naval Examining Center by BuPers. Evaluations are to be submitted to BuPers where the data will be placed on its computer tapes. A copy of these tapes will be sent monthly to the exam center. Performance mark averages will not be required for 1st class petty officers because they will be advanced by a selection board and not by the multiple system.

Q. *Are there any provisions for using additional sheets for lengthy comments?*

A. There are no provisions for the extra sheets. All of the comments and justifications must fit on the one form provided. Long comments, filled with flowery adjectives, are useless and not desired. The emphasis is placed on the marks without a lot of "bull."

Q. *How do you evaluate an individual working outside of his or her rate?*

A. These individuals are to be evaluated with others doing the same job. Career counselors are evaluated with other career counselors, recruiters are evaluated with other recruiters and so forth.

Q. *Which form do you use to evaluate a "frocked" chief?*

A. An individual who has been "frocked" is to be evaluated based on his permanent pay grade. If he or she is serving in a higher billet, this fact should be noted in the remarks section of the evaluation. This policy will be promulgated in the next change to the BuPersMan.

Q. *A section of the form is for listing the number of "Ratee's Grade marked in each box" of the overall performance trait. Is this a listing for the reporting senior or for the whole command?*

A. This section is a report of all marks given by the entire command. As this data is compiled, the commanding officer has the opportunity to gauge grading practices within the command. Additionally, when completed, this section gives all those who review the form an indication of the particular command's grading practices.

Q. *Are evaluations required when the commanding officer is detached or when the reporting senior is changed?*

A. This is not a requirement. However, each change will require a certain amount of information to be passed to the relief to ensure continuity of the annual report.

Q. *Does the entire form have to be completed with an "OCR" typewriter?*

A. No. Only the lower section of the report containing the actual evaluation marks requires an "OCR" input. The remainder of the form must be typed, but it may be completed with any style typewriter.

Q. *Why does the form have a number of blocks marked "NA"?*

A. It is anticipated that the current official E-7, 8 and 9 evaluation report will be discontinued and that the worksheet for that report will be used with this new form. We will end up with one official report and two distinct worksheets. The "NAs" are reserved for the additional information required on the E-7, 8 and 9 report.

Q. *What do you do if the individual refuses to sign his or her own evaluation report?*

A. First of all, the ratee's signature only means that the report has been seen. It does not mean that the individual agrees or disagrees with the report. If the individual still refuses to sign, a notation to this effect should be placed on the evaluation report. When a member alleges that an evaluation is in error which would require a substantive change, the evidence in support of such claim should be forwarded via the chain of command to BuPers where it may be filed with the enlisted service jacket, thus showing what is claimed and what authority there is for each claim. The removal or revision of enlisted evaluations in the service record is not authorized. However, this cannot preclude the correction of the enlisted administrative errors as contained in Article 5040100 BuPersMan. (Also see Article 5040200, para. 3. The Board for Correction of Naval Records and Article 138, UCMJ, Procedures for Seeking Redress.)

QUESTIONS on veterans' affairs AND ANSWERS

Q. *What's this I hear about husbands of female veterans being eligible for the same Veterans Administration benefits as wives and widows of male veterans?*

A. You heard right. Under Public Law 92-450 (Oct 1972), the term "wife," for purposes of benefits, includes husbands of female veterans and "widow" includes widowers of female veterans.

Q. *I am interested in applying to the VA for a GI home loan after I am discharged. How do I do this?*

A. It's relatively simple now. Under a recently initiated procedure, VA automatically mails certificates of eligibility to veterans shortly after they are separated from service. After selecting the home you'd like to buy, you should present the certificate to the private lender who agrees to finance the home, then await VA approval of the loan.

Q. *Is there a limit on how much I can pay for a home purchased with a loan guaranteed by the VA?*

A. No, but there is a limit on the amount of guaranty the agency, can issue—60 per cent, up to a maximum $12,500. Also, the loan cannot exceed VA's appraised value of the property.

Q. *Under what conditions can the VA restore GI home loan benefits to a veteran?*

A. VA can restore GI loan entitlement to veterans or service personnel whose loans have been repaid in full and the agency released from liability and whose properties were given up for what the agency describes as "compelling reasons."

Q. *I find the cost of homes so high, my wife and I have decided on a mobile home. Will the VA guarantee a loan for both the mobile home and land to place it on?*

A. Yes. The maximum guaranty for mobile homes is $10,000, which can be increased to $17,500 if the loan includes site acquisition.

Q. *What are some of the advantages of a VA GI home loan?*

A. VA guarantees 60 per cent up to a maximum of $12,500 of such loans, no down payment is usually required, the agency appraises the house to determine its reasonable ,value and there usually is a long repayment period.

Q. *Rather than write a letter to the VA to give my change of address, can't I do it by phone?*

A. Yes, but you should be prepared to provide as much identifying information as possible, such as claim and /or social security number, date and place of birth, etc.

Q. *Does the VA reduce a veteran's monthly compensation when there are increases in social securiy benefits?*

A. No. VA does not count any income against compensation for service-connected disabilities, including social security payments. Income, however, is counted in determining pensions of veterans with non-service-connected disabilities.

Q. *Do VA hospitals and clinics take care of Reservists injured reporting to, or returning from military training?*

A. Yes. VA provides medical care for injuries and illnesses which occur during travel time as specified in the Reservist's military orders. Both active duty training and inactive duty training are considered active duty for this purpose.

Q. *The VA is giving my daughter dependents' educational assistance based on the service-connected death of my husband. Since she plans to marry soon, will this affect her assistance?*

A. Your daughter's marriage would have no effect on her education benefits. A widow's remarriage under the same program, however, would result in termination of benefits, unless the remarriage was terminated by death or divorce.

Q. *My father was killed in service during the Vietnam era which makes me eligible for War Orphans Educational Assistance from the VA. However, I have joined the Navy, and would like to take advantage of the program while in service. Is that possible?*

A. No. A person eligible under the War Orphans Educational Assistance program may not make use of its benefits while in service.

Q. *The VA pays allowances for my wife and daughter along with compensation for a 60 per cent service-connected disability. My daughter just married. When will the allowance for my daughter be discontinued?*

A. At the end of the calendar year in which she was married.

Q. *What's the time frame for entering on-job training after discharge?*

A. Veterans discharged after 31 Jan 1955 have eight years from date of last separation or until 30 Aug 1975, whichever is later, to use flight, farm cooperative and on-job training benefits provided by the VA.

Q. *What should I do if my VA check does not arrive on time?*

A. Two things. (1) Wait long enough to be sure the mails have cleared, (2) Write to the VA regional office which has your claim file, including your name if you're a veteran, or the deceased veteran's name if it is a death claim, and your claim number. Never write the Treasury Department, as this will only prolong the delay in receiving your check.

The following is a further clarification of a question answered in the January 1974 ALL HANDS Questions & Answers.

Q. *When is a member entitled to a lump-sum payment for accrued leave?*

A. The law prohibits lump-sum payment for accrued leave if the discharge is given only for the purpose of immediate reenlistment. The law also has defined this to mean that an individual discharged within three months of completion of the enlistment is being discharged because of completing the enlistment and not solely for the purpose of reenlistment. Thus, when discharged within three months of the completion of the enlistment, the member may still be paid a lump-sum for accrued leave.

Also, a member who has extended his enlistment for the first time is entitled to a lump-sum payment on the last day of the enlistment and before the extension begins. There is no restriction on the length of the extension, but it is only on the first extension that a member is entitled to lump-sum payment. At the time of a second extension on the same enlistment, the member may only carry forward the accrued leave. There is no provision for lump-sum payment on the second extension because it is not considered to constitute a new enlistment.

An officer is entitled to lump-sum payment of accrued leave only on separation or discharge. A Reserve officer may be entitled to lump-sum payment for accrued leave when being discharged pursuant to augmentation to the Regular component of the Navy, but only if that discharge is effected on the date of expiration of a specified term of obligated service.

reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS magazine, Department of the Navy, NIRA, Room 1634 Navy Annex, Washington, D.C. 20370, four months in advance.

- USS *Ranger* (CV 4) — the eighth annual renuion will be held 23-25 Aug in Las Vegas, Nev. Contact Ralph E. Koberstein, 55 Magazine St., Cambridge, Mass. 02139.
- USS *Amycus* (ARL 2) — a reunion will be held 30-31 Aug in Long Beach, Calif. Contact Lloyd D. Burgess, 9949 S. Bona Vista Land, Whittier, Calif. 90604.
- USS *Mobile* — a reunion will be held some time in 1974 in Nassau. Contact Rev. Ed Rogers, 555 Partridge Lane, Greenville, S.C. 29601.
- *Parachute riggers* — a reunion of the members of this rate will be held 22-24 Aug at Lakehurst, N. J. Contact PRCM M.R. Kubler, SEA, NATTC, Lakehurst, N.J. 08733.
- *302 NCB Unit* — a reunion is planned for 18-21 Jul in La Porte, Ind. Contact L. Kingsolver, 1656 2nd Street, La Porte, Ind. 46305.
- *29 NCB Unit* — a reunion will be held 15-17 Aug in Chicago, Ill. Contact W. P. Mast, P.O. Box 29, Lee, Ill. 60503.
- *U. S. Submarine Veterans* — the 11th annual convention will be held 28-30 Jun at Fort Monroe, Va. Contact Mose Ramich, Rt. 3, Box 175, Windsor, Va.
- *LST 1141* — for details of this reunion, contact E. H. Sallee, R.R. 1, Bowling Green, Mo. 63334.
- *LST 288* — a reunion is planned for September. Contact Herb Meyer, 2414 Shelburn Road, Millville, N. J. 08332.
- USS *Wasp* (CV 7) — a reunion will be held for ship's company and members of on-board squadrons on 20 Jul in Norfolk, Va. Contact Wasp CV-7 Stinger Club, Box 14518, Albuquerque, N. M. 87111.
- *River Patrol Force (TF 116)* — the seventh annual reunion will be held at Little Creek, Va., on 12 Aug. Contact YNCS John C. Williams, Box 5523, Virginia Beach, Va. 23455.
- USS *Bunker Hill* (CV 17) — ninth annual reunion will be held 28-30 Jun in Louisville, Ky. Contact Bert Giancola, 6000 Bold Court, Louisville, Ky. 40219.
- *25th Special USNCB of World War II* — 18th annual reunion will be held 2-4 Aug in Framingham, Mass. Contact John D. Owen, 2110 W. 40th St., Lorain, Ohio 44053.
- USS *New Mexico* (BB 40) — 17th annual reunion will be held 4-5 Oct in San Diego, Calif. Contact A. P. Lofurno, 2076 54th St., San Diego, Calif. 92105.
- USS *Topeka* (CL 67) — second annual reunion is planned for 9-11 Aug in Topeka, Kan. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.
- USS *Valley Forge* — third annual reunion will be held 25-27 Jul in Long Beach, Calif. Contact Stanley E. Toy, 4234 W. 176 St. Torrance, Calif. 90504.
- USS *Density* (AM 218) — a reunion will be held on 16-18 Jul in Rocton, Ill. Contact LaVerne Bailey, 1513 Bradford Drive, Irving, Tex. 75061.
- USS *Ptarmigan* (AM 376) — a reunion is planned for 25-27 Jul in Long Beach, Calif. Contact P. E. Nelson, 5022 Howard Ave., Los Alamitos, Calif. 90720.
- *26th Seabee Battalion* — a reunion will be held 19-22 Sep in Virginia, Minn. Contact Clarence Beck, 1518 London Road, Mt. Iron, Minn. 55182.

- USS *Nautilus* (SSN 571) — Commissioned on the 30th day of September 1954, *Nautilus* became the vanguard of a fleet of nuclear submarines. On the 20th anniversary of her commissioning, a celebration is planned in the New London area, where *Nautilus* was constructed and has been homeported since. All those who were associated with the original design, development, construction or operation of USS *Nautilus*, and particularly all former crew members are invited to contact: *Nautilus* Reunion — 1954-74, Box 571, Naval Submarine Base, Groton, CT 06340.

- *VP 83* — fourth annual reunion will be held 26-28 Jun in Sacramento, Calif. Contact C. E. Godager. 2617 Los Feliz Way, Carmichael, Calif. 95608.
- USS *Fletcher* (DD 445) — A reunion is planned for August. Contact Keith E. Snyder, Box 514, Keeseville, N. Y. 12944.
- USS *Wharton* (AP 7) — a reunion will be held 8-11 Aug in New Orleans. La. Contact George H. Howlett, 110 Central Ave., Malden, Mass. 02148.
- USS *ABSD 1* — a reunion will be held 26-28 Jul in Carson City, Nev. Contact W. G. Herman, Green Acres Court, Rt. 1, Lot K., Clinton, Mo. 64735.
- *Destroyer Squadron 19, World War II* — a reunion will be held in July in New Jersey. Contact Frank J. Kmiec, 66 Chadwick St., North Andover, Mass. 01845.
- USS *Pensacola* (CA 24) — fourth annual reunion will be held 28-29 Jun in Pensacola, Fla. Contact Douglas Jacobs, 6 S. 70th Ave., Pensacola, Fla. 32506.
- USS *Birmingham* (CL 62) — second reunion is planned for August 1974 in Las Vegas, N. M. Contact Glenn F. Williamson, Rt. 1, Box 54, Macclenny, Fla. 32063.
- USS *Northampton* (CA 26) — the seventh annual reunion will be held on 25-27 July in San Diego, Calif. Contact S. T. Kinard, 1537 Chowkeebin Nene, Tallahassee, Fla. 32301.
- USS *Hornet* (CV 8-CV 12) — the 26th annual reunion is planned for 21-23 June in Atlantic City, N. J. Contact Victor L, Kelber, 36 Cedar Street, Lakewood, N. J. 08701.
- USS *Topeka* (CL 67) — the second annual reunion will be held on 9-11 Aug in Topeka, Kansas. Contact James W. Wilson, 618 Abbott St., Muncie, Ind. 47303.
- *NAS Los Alamitos* — a reunion is planned for all former employes and military personnel stationed there on 22 June. Contact YNC R. L. Altes, Administrative Department, NAS Los Alamitos, Calif. 90720.

on the serious side

DM2 Frederick P. Akins

"Gentlemen, we run a tight ship. However, there are some of us who overdo it!"

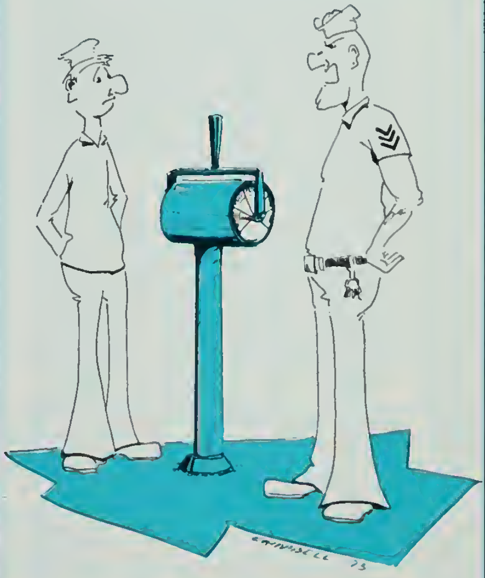
DK2 Alan L. Berry

"Excellent, excellent! Serve it!"

AME3 Marshall T. Clark

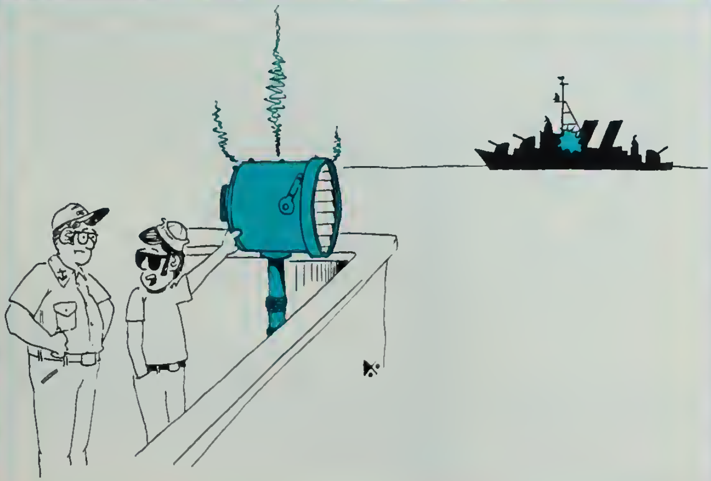
"Ernie's gonna be a while — he's forgotten how to work a zipper . . ."

LTJG Thomas J. Campbell



"That is not called a 'four-speed', sailor!"

OS3 Dennis L. Clevenger



"Sorry, Chief, it isn't so much what he said to me, but the tone of light he said it in."

TAFFRAIL TALK

If you have scanned the masthead over the Table of Contents on page 1, you will have noticed that some very important changes have been made.

With this issue, ALL HANDS becomes the Magazine of the U.S. Navy, published for the information and interest of all members of the naval service. It is now part of the Navy Internal Relations Activity, Office of the Chief of Information. The Navy Internal Relations Activity, called NIRA, is an OPNAV field activity under the direction and supervision of Chief of Information, Rear Admiral William Thompson, USN.

Officer in charge of NIRA is Captain M. E. Romano, USN who also serves as Assistant Chief of Information for Internal Relations. The audience of NIRA consists of the entire Navy family: active duty personnel, dependents, Reserves, retirees and Navy civilian employees. ALL HANDS joins its fellow publications at NIRA which reach out to this vast audience through "Direction" Magazine, "NavNews," "Familynews" "Policybriefs", the broadcast media, including the "Weekly Newsgram from CHINFO," "Navy Scene," and "NAVOICE," as well as by CCTV and film (the CNO sitreps).

ALL HANDS' mission remains the same as it has always been: to report on matters concerning plans, policies and actions that are being considered or implemented for the purpose of strengthening national defense; improving Navy life, promoting morale and espirit de corps, and keeping YOU advised on career matters of concern to you, your rights and benefits.

In a few months ALL HANDS will be celebrating its fifty-second birthday. It started out as a "career-type" newsletter for the Bureau of Naval Personnel, way back in the days when BuPers was still known as the Bureau of Investigation. It became a full-size professional publication when the demands of World War II spelled out the importance and need for a continuing channel of communications with Navy people throughout the world.

As we become part of the OPNAV organization under the CNO, ADM Elmo R. Zumwalt, Jr., and the CNO nominee, ADM James L. Holloway, III, we bid a fond farewell to the Chief of Naval Personnel, VADM David H. Bagley, and some 20 of his predecessors, who have sponsored *your* magazine over the past half-century. We extend a note of appreciation also to Captain Russell F. Harney, who heads the Office of Liaison and Public Affairs in which we served, for his outstanding support.

As part of the NIRA team, the ALL HANDS editorial staff will continue to report to you the facts that you need to know, in order to be better informed about Navy life. You can be sure we will make every effort to improve with each issue — and we will if you continue to offer your support as in the past, with your articles, news items, photographs, letters and ideas. It's been said before but it can be said again: "This is YOUR magazine." the adjoining column tells you how you can "keep in touch."

The All Hands Staff

ALL HANDS The Magazine of the U.S. Navy, published for the information and interest of all members of the naval service, is issued monthly by the Navy Internal Relations Activity, Office of the Chief of Information, Room 2E329, Pentagon, Washington, D. C. 20350. Issuance of this publication is approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Department of the Navy. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted.

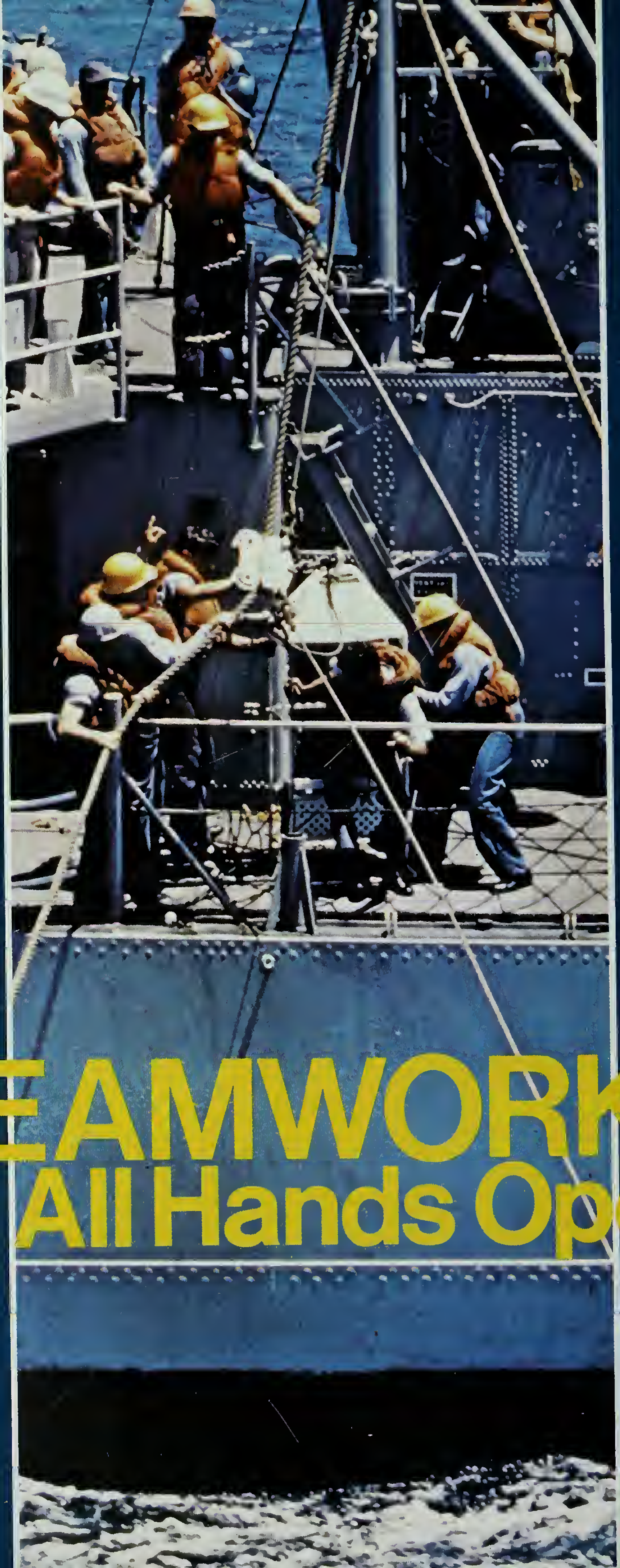
ORIGINAL ARTICLES and information of general interest may be forwarded addressed to the Editor, ALL HANDS, Navy Internal Relations Activity, Office of the Chief of Information. The editorial offices, of ALL HANDS are currently located at Rm. 1634, Navy Annex, Washington, D.C. 20370.

DISTRIBUTION: ALL HANDS is distributed on the basis of one copy for each five naval officers and enlisted personnel on active duty. The Navy Internal Relations Activity (NIRA) invites requests for additional copies as necessary to provide adequate distribution on this basis. Note that distribution is based on the authorized number of members attached. NIRA should be kept informed of changes in the number of copies required and if the full number is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List (SNDL) in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to subactivities, NIRA should be informed. Limited distribution to Marine Corps activities is effected by the Commandant U. S. Marine Corps. Requests from Marine activities should be addressed to the Commandant.

PERSONAL COPIES: The magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is $1.05 per copy; subscription price is $12.60 a year, domestic (including FPO and APO address for overseas mail); $15.75 foreign. Remittances should be made payable to the Superintendent of Documents and forwarded directly to the Government Printing Office at the above address. Subscriptions are accepted for one, two or three years.

AT RIGHT: ABOARD USS ELLISON, an ensign studies his ship prior to exercises during refresher training at Guantanama Bay, Cuba.



TEAMWORK...
an All Hands Operation

ALL HANDS

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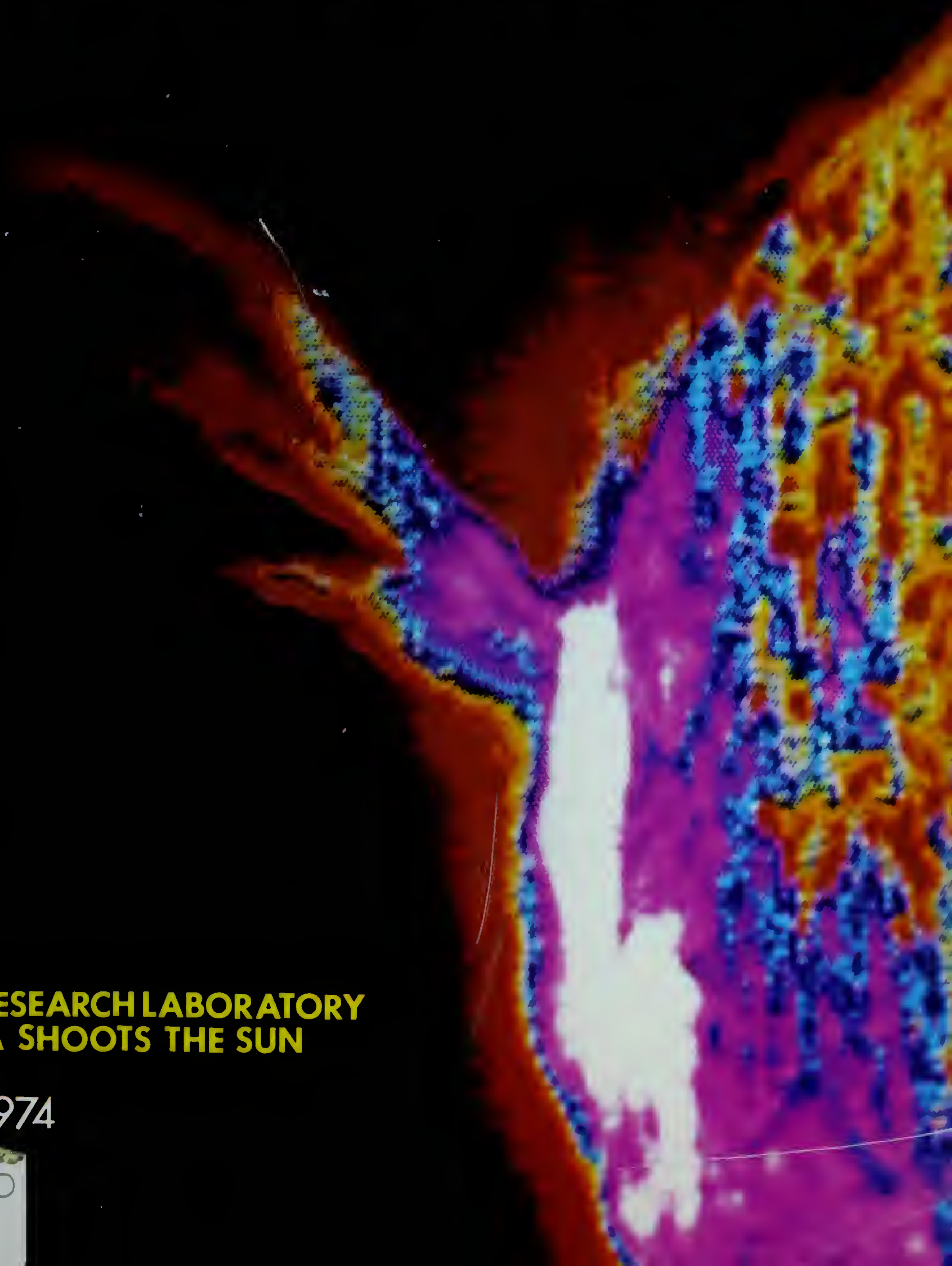

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JUNE 1974

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ALL HANDS

MAGAZINE OF THE U. S. NAVY — 51st YEAR OF PUBLICATION

JUNE 1974 NUMBER 689

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Chief of Naval Operations
REAR ADMIRAL WILLIAM THOMPSON, USN
Chief of Information
CAPTAIN MATTHEW E. ROMANA, USN
Officer in Charge, Navy Internal Relations Activity

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FRONT COVER: Large eruption of the sun's atmosphere taken by Skylab astronauts using a special instrument devised by Naval Research Laboratory scientists known as a spectraheliograph. This color isophate was electronically processed from the original black and white (taken in the light of ionized helium) which can only be taken in space. For the story of NRL's role in solar research see the article on page 30.

BACK COVER: Photo of huge solar eruption taken by Skylab astronauts with NRL's Extreme Ultraviolet Coronal Spectroheliograph.

AT LEFT: The oiler USS Severn (AO 61) comes alongside the commercial tanker SS Erna Elizabeth to take on fuel. Photo by PH2 T.L. Vann.

Fair Winds & Following Seas

Admiral Zumwalt Retires As Chief of Naval Operations

Admiral Elmo R. Zumwalt, Jr., the 19th Chief of Naval Operations, will leave that post this month. He took over on 1 Jul 1970 from Admiral Thomas H. Moorer, who was appointed Chairman of the Joint Chiefs of Staff. At 49, ADM Zumwalt was the youngest officer ever to hold the CNO post. Law prohibits reappointment and he will retire from the Navy after more than three decades of dedicated service.

During his tour as CNO, ADM Zumwalt has devoted his energies in two main areas so that the Navy can meet its commitments to the free world today and in the future. He has consistently advocated the development and construction of new and modern ships, aircraft and weapons. And, he has placed equal emphasis on recruiting and retaining qualified personnel needed to operate this modern Navy. In order to achieve these goals he has brought about numerous changes in the naval establishment. For a rundown on his efforts to bring about improvements in the operating fleet, in technical equipment and innovative programs for their maintenance, see the report on the highlights of the last four years which appears on the following pages.

The other main problem facing CNO as he started in his new assignment was to continue to maintain the Navy at its required manpower strength.

Shortly after becoming CNO, ADM Zumwalt began expressing his personnel objectives in a series of Navywide messages, nicknamed Z-Grams. In Z-2, he stated, "No other problem concerns me as deeply as reversing the downward trend of Navy retention rates. I am committing myself to improving the quality of Navy life in all respects and restoring the fun and zest of going to sea."

He added that he intended to "expand the avenues through which young officers and enlisted men and women can express their views and to guarantee consideration of these views at the highest level."

Communication with people was to be the name of the game, and that undoubtedly became his most effective, and most popular, means for improving Navy life and retention figures. A steady flow of some 120 Z-Grams, numerous pilot programs and Retention Study Groups built up a strong communication link with Navy commands around the world.

A most prolific generator of change has been the Retention Study Groups (RSGs) initated also in Z-2 (see ALL HANDS, Aug 1972). These informal discussion groups of Navy men and women from all parts of the Fleet represent certain cross-sections and special interest areas. They continue to meet for one-week periods in Washington, D. C., working to uncover specific problems and arriving at possible, though detailed, solutions. The findings of each of the on-going RSGs are presented to CNO himself, and other senior flag officers, usually in hour-long briefings.

ADM Zumwalt has insisted that *all* RSG recommendations be carefully considered, no matter how trivial some of the recommendations might appear. After review and consideration, the briefings are followed by action, often in the form of pilot programs. Generally, study group recommendations are sent to cognizant offices and bureaus for full consideration and a plan of action.

The first Retention Study Group, begun on 20 Jul 1970, was comprised of aviation officers and was to be simply the first of six study groups drawn from major type commands. It created so much interest in the Fleet that more groups were planned for enlisted men and women. Beginning with the sixth RSG, ADM

Zumwalt invited the wives of participants to join and they were included as actual participants in several RSGs.

Over 30 RSGs have been held to date, including groups for submarine officers; service force enlisted members; minorities; critical enlisted ratings (such as BTs and MMs); and destroyer and mine force personnel. These have produced hundreds of recommendations, some 65 per cent of which have been adopted. Among them:

- Ships returning from extended deployment are to go "cold iron" for 30 days (Z-50), and not less than 50 per cent of the crew of ships returning from overseas are to be granted liberty during this stand-down period.
- Z-9 established a meritorious advancement system to PO1 and CPO.
- Most ships are in six-section watches in port (Z-25).
- All hands are permitted to have civilian clothes on board (Z-68, 92).
- Many education programs were established or expanded, for example: Project BOOST is now available to an increasing number of enlisted personnel with officer career potential, ADCOP billets increased, new NROTC units established at several more universitities to reach a broader segment of the population, the CNO Fellowship and the CNO Scholarship programs for officers were initiated.

Not only the active Navy man and woman are beneficiaries; Navy wives and dependents have also gained from RSG suggestions. For example:

- The Dependent Charter Flight Program was undertaken (Z-6) as an interim measure.
- A wives' ombudsman is now established at every base, allowing wives to present complaints, air their viewpoints and submit suggestions to COs for improving Navy family life (Z-24).
- Navy wives can attend classes at the Naval Postgraduate School on a space-available basis.
- Wives now provide input on preliminary design of Navy housing.

It was in Z-57 that ADM Zumwalt called for the elimination of certain abrasive and demeaning restrictions in such areas as hair grooming; he authorized the wearing of neat working uniforms to and from work and in commissaries, exchanges, dispensaries, etc.; and the granting of overnight liberty. At the same time, he emphasized the need for all hands to demonstrate maturity and judgment in retaining high standards of appearance.

A most popular method of communicating with

commands and with people has been through close contact, that is, by ADM Zumwalt's many personal visits to bases and deployed ships around the world. These tours, "general indoctrination and on-site inspection of current operational procedures," have clearly allowed ADM Zumwalt to meet eyeball to eyeball with men and women, officers and enlisted, and hear them out firsthand.

A typical visit made to WestPac in 1972 lasted three days and involved 17 ships and at least 20,000 men. Visits of this kind helped boost communication in the Fleet, making the new program work.

Recognizing the tremendous reservoir of knowledge and experience among chief petty officers, Z-23, in September 1970, announced the establishment of the CPO Advisory Board to the CNO, to serve as a sounding board for ideas and proposals of interest to enlisted men and women. It was followed one year later by the Master Chief Petty Officer of the Command (MCPOC) Program (see ALL HANDS, Sep 1971). Z-95 established MCPOCs at 23 Fleet, force and major commands and, in conjunction with already-established Senior Enlisted Advisors at smaller commands, further strengthened the line of communications.

In the process, a CNO Master Chief Petty Officer Advisory Board was created. It consists of the Master Chief Petty Officer of the Navy and the MCPOCs; the latter have recently been redesignated MCPOFs— Master Chief Petty Officers of the Force or Fleet. This board meets whenever the CNO calls them together, generally about every six months.

Better communications also prompted Z-48 in October 1970 — this initially created the office of the Navy Ombudsman within the Bureau of Naval Personnel. All Navy people can turn to this office for help on matters concerning conditions of service and personal affairs. The Ombudsman office also provides data, based on its contact with Navy people, which serves to initiate programs or modify existing ones.

A corollary of CNO's concern for retention and improvement of Navy life has been the rights of individuals. This concern led to the so-called "People programs." The basic objective, he said in Z-93, is ". . . to instill at all levels an attitude which clearly recognizes the dignity and worth of each individual and creates an environment in which every officer and enlisted man will be treated with respect and accorded the trust, confidence and recognition each human being wants and deserves."

This statement is demonstrated in the many programs he initiated for junior officers and petty officers. Among them:

- LCDRs now act as CO or XO of certain aviation squadrons (Z-37) and in some cases department head billets are lowered.
- Line officers in the grade of LCDR and below are eligible to compete in annual shiphandling contests (Z-31).
- Junior officers are permitted to apply for early augmentation (Z-79) and maximum below-zone promotion limits to LCDR through CAPT were increased to 15 per cent (Z-19).
- Petty officers are permitted to hold certain collateral duties previously given only to officers (Z-14).
- Warrant officers and senior petty officers are authorized to handle the afloat responsibilities of communications watch officer and registered publications custodian (Z-61).
- Encouragement to assign warrant officers and senior petty officers as quarterdeck watch officers in port was given in Z-72.
- The warrant officer program was opened to enlisted men in the top four pay grades by Z-81.

Another important aspect of the people programs deals with race relations and equal opportunity. In November 1970, ADM Zumwalt appointed a Black officer to his staff as Minority Affairs Officer (see ALL HANDS, Apr 1971). In addition, he met with minority officers, enlisted men and their wives.

"Prior to these meetings," ADM Zumwalt said, "I was convinced that, compared with the civilian community, we had relatively few racial problems in the Navy. However, after exploring the matter in some depth . . . I have discovered that . . . we do have problems.

"What struck me more than anything else," he said at that time, "was the depth of feeling of our Black personnel."

The admiral came away convinced the keys to the problem were, first, in opening new avenues of communication with all minority groups to learn what and where the areas of friction are. Second, development of a greater sensitivity to the problems of minority groups by everyone in the Navy in order to more effectively solve them.

A result of the November 1970 meeting with minority personnel was Z-66, "Equal Opportunity in the Navy," which was issued the next month. It instigated several minority-related changes and programs aimed at putting the key solutions into practice. It also created, at the local command level, a Special Assistant for Minority Affairs at every base, station, aircraft squadron and ship. These have since been replaced by Human Relations Councils, which were modeled after

the time-tested Recreation Councils.

The spirit of ADM Zumwalt's minority affairs program was set down in Z-66: "Ours must be a Navy family that recognizes no artificial barriers of race, color or religion. There is no Black Navy, no White Navy — just one Navy — the United States Navy."

Significant action was also taken in January 1971 when ADM Zumwalt established, additionally, an Advisory Committe for Race Relations and Minority Affairs. Its purpose is to help develop and monitor actions in minority-affairs areas. A most noticeable accomplishment of this group was the preparation of the Navy's Charter on Race Relations and Equal Oportunity. It set forth five basic goals to achieve an efficient naval organization and true, equitable treatment for all members of the naval community and it also identified specific tasks for relevant Navy agencies.

One Program, UPWARD (Understanding Personal Worth and Racial Dignity), is designed to allow each of the 10 to 15 seminar participants to learn, discuss and exchange ideas about racial, cultural, social and economic differences between people. Each group is made up of officers and enlisted men and women of every background. Everyone in the Navy will eventually attend a race relations seminar.

ADM Zumwalt has also worked to give Navy women greater opportunity by opening all enlisted ratings and staff corps branches, including the Chaplain, JAG, Medical and Civil Engineering Corps, to them. During the past four years, the number of women in the Navy has risen from 6,000 to over 15,000. (For more on women in the Navy, see the special issue of ALL HANDS devoted entirely to this subject, July 1972.)

Looking at the future as far as ships and material are concerned, ADM Zumwalt said recently, "Current programs, if carried to fruition, will result in a gradual increase in ship force levels and . . . we will begin to enter the ascending portion of the assessment curves and finally realize the payback we envisioned when the modernization program was begun."

How successful have ADM Zumwalt's personnel and material changes been? The highlights of innovations in the operating force have been covered on the preceding pages. In the past few years the U. S. Navy has been revitalized with new and modern equipment in order to better meet its commitments to the free world. And, in a recent address to U. S. Naval Institute members, ADM Zumwalt noted that today the Navy is meeting its recruiting quotas and that first-term reenlistments have jumped from 10 to 23 per cent. "This is what the changes were all about," he said.

ADM Zumwalt congratulates Wife of the Year.

Changes in The

Artist concept of new design.

In his four years as CNO, Admiral Zumwalt has promoted many changes in an effort to modernize the Navy's operational forces and hardware. here are highlights of what he has done in this area.

During the first 60 days as CNO he conducted a detailed study to assess the Navy's strategic position, for presentation to the Secretaries of the Navy and Defense. "Project Sixty," as it was called, looked at trends in international politics and economics, world trade, sources of critical raw materials and defense fiscal expectations. It also identified critical deficiencies which effected the balance of naval power between the U.S. and the Soviet Union.

An important result of the Project Sixty Study was the emphasis placed on the Navy's four basic and interrelated missions:

- Strategic Deterrence
- Projection of Power
- Sea Control
- Overseas Presence

Another result of Project Sixty has been a massive modernization of Navy ships, aircraft and weapons. Basically, the program has taken three forms: (1) The speed-up of research and development in order to find new weapons. (2) Laying-up of old ships in order to save operating and overhaul costs, and putting this money into new construction. (3) The "Hi-Low balanced mix" concept, that is, purchasing a few highly effective ships and aircraft (such as CVNs, SSNs and the F-14 aircraft) while at the same time developing new classes of low cost ships (such as the patrol frigate and sea control ship).

A few of ADM Zumwalt's modernization changes are:

- *CVN-70*. He has successfully supported construction of CVN-70 (the Navy's fourth nuclear powered carrier) by stressing the need for nuclear powered carrier task forces brought on by reduced carrier force levels. CVN-70 will be part of the nuclear task forces that will be the core of the Navy's tactical air capability for the remainder of this century.
- *CV Conversions*. Due to the reduction in CVA/CVS levels he emphasized development of the concept of providing carriers with both tactical air and ASW capabilities. The concept was proved successful aboard USS *Saratoga* and, consequently, a program to convert all attack carriers to the multipurpose CV configuration was initiated.
- *LAMPS*. Recognizing the need for greater helicopter capabilities in destroyers, he directed modification of 10 H-2 utility helicopters to the Light Airborne Multi-Purpose System (LAMPS) configuration and the conversion of 10 guided missile frigates to test them (see ALL HANDS, June 1972, p. 46). These tests showed that the ships' ASW/surveillance capability was significantly improved and the LAMPS modification was extended to include many more ships and aircraft.
- *VSTOL*. CNO encouraged development of new technology in Vertical-Short Take-Off and landing (VSTOL) aircraft which resulted in the Thrust Augmented Wing (TAW) prototype program. VSTOL offers the possibility of a breakthrough because of its great flexibility and its ability to operate from several types of ships.
- *Surface Effect Ship (SES)*. Under ADM Zumwalt's guidance, two 100-ton SESs are now being tested. The SES, riding on a cushion of air at more than 80 knots, may revolutionize naval warfare.
- *Guided Missile Hydrofoil Patrol Craft (PHM)*. A cooperative NATO program, the PHM was designed to free heavier, more capable destroyers for other duties at sea.

In a further effort to improve "the quality of Navy life," ADM Zumwalt created several programs in the operational forces aimed at reducing sea tours and thus family separations, while meeting operational commitments.

In late December 1970 he approved a plan to expand the program for homeporting ships and carrier task forces overseas. This move reduces family separations in two ways. First, by allowing Navy dependents to move overseas with their sponsor. Second, by freeing more CONUS ships from long overseas deployments. Other benefits of overseas homeporting are decreased recruiting efforts through increased retention, and helping the Navy meet its international obligations with greatly reduced forces, at lower cost.

The Fleet Maintenance Assistance Group (FMAG) concept was also initiated by ADM Zumwalt to reduce family separations. Basically, it improves sea-shore rotation for critical ratings by creating almost 7000 billets ashore for them. The knowledge, experience and skills of personnel in these billets are used in support of Fleet maintenance and readiness.

Operational Forces

Nuclear-powered attack aircraft carrier (CVAN 70).

The length of sea tours in general has been reduced also. In February 1971 Z-75 announced a maximum sea tour of six years for all enlisted personnel. They have since been reduced to a maximum of four years and will eventually be down to a rotation pattern of three years ashore and three at sea.

The size and appearance of the U.S. fleet is changing. There will be a projected 508 ships in the Navy at the end of FY 75. Among those ships in the Navy of today and tomorrow will be many of the kind of ships promoted by CNO and his predecessors. The next twelve months will see the Navy gaining 19 ships, including one nuclear powered carrier; the first of the new DD-963 (*Spruance*) class destroyers; three DEs and two DLGs; a new nuclear powered DLGN (*South Carolina*); the first of an entirely new amphibious class ship (USS *Tarawa*, LHA-1); two hydrofoil patrol boats; and six nuclear powered submarines (see ALL HANDS, May 1974).

In all of the new ships, and in many existing ones, habitability has become an important consideration. Living and working spaces are being designed or reworked to increase crew comfort and morale. This includes crews' lounges, closed circuit TV on many ships, a radio tape service for all ships, more comfortable living spaces, and more and better equipped shipboard recreation facilities.

A new class of hydrofoil.

(Next month: Look for a report on the incoming Chief of Naval Operations, Admiral James L. Holloway, III, in the July issue of ALL HANDS.*)*

Navy Civilians Around the

1/3 of the Navy Team

Down through the 199 years of the Navy's long life, there has been one special ingredient that has accounted for its growth and accomplishments. That one special ingredient can be identified as teamwork. The following article is about those members of that team whom we don't cover regularly in ALL HANDS — the civilians who work for the Navy. The report is based, in part, on an interview with the Director of Civilian Manpower Management in the Department of the Navy, Lloyd Grable, who has chalked up more than two decades of work for the Navy in his civil service career, and is now charged with the overall management of the Navy Department's civilian personnel system under the Assistant Secretary of the Navy for Manpower and Reserve Affairs. More information, plus photographs, came from activities and commands at numerous geographic locations where the Navy's military/civilian team is on the job. Here's our report.

The Navy team consists of considerably more than 11 men on a football field. It is, in fact, 921,000 men and women of whom roughly about one-third are civilians. Why have a combined military-civilian team to carry out the Navy's mission? The answer is the same one that accounts for a championship football team: the combined efforts of each of the members produces results which exceed the total effect the players could have achieved by working separately.

This is hardly news. The effectiveness of such an arrangement has been demonstrated since the days of the privateers (privately owned ships) in the American Revolution which teamed up with George Washington's Navy to harass British shipping on the high seas. After Congress provided, in 1794, for the construction of six frigates for the newly established Navy, it was Joshua Humphreys, the first "Naval constructor" who was to oversee their construction. For many years subsequent to 1794, much of the Navy's shipbuilding was done in government Navy yards by

Lloyd Grable, Director of Civilian Manpower Management in the Department of the Navy.

World

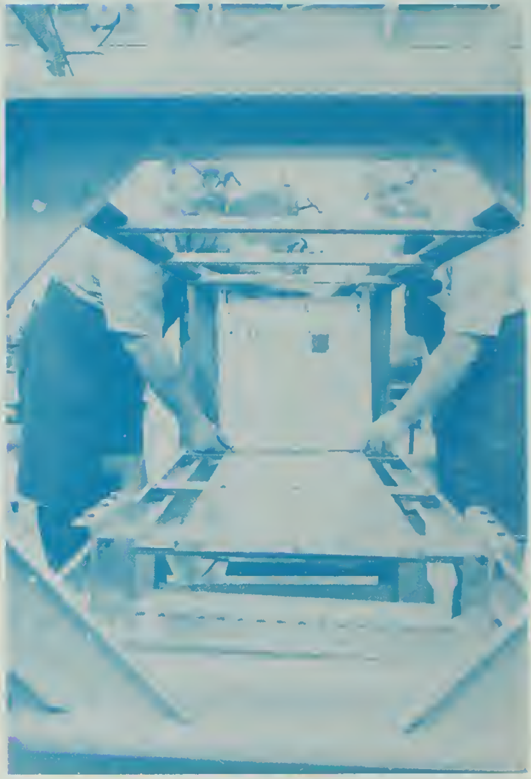
Clockwise from far left: A worker at the Mothball Fleet, James River Reserve Area; some jobs at Norfolk Naval Base call for fancy footwork; welder at the San Diego Navy Public Works Center; electronics technician at Point Mugu; Navy chief seems to be pleased with the work of this civilian employee.

government civilian employees. They were managed by technically trained officers of the Naval Construction Corps who had practical experience in their field.

The occupations of the civilian team members, however, have changed in recent years. The craftsman and laborers who once formed the larger part of the civilian work force are now a minority. (Navy ships are now built in commercial shipyards.) An increasing portion of the Navy's civilians are now professional and technical workers. About 10 per cent, in fact, fall into two categories — engineering and sciences.

How does this military-civilian combination work? The Department of the Navy consists of: (1) the Operating Forces of ships, aircraft and Marine combat units — which make up the seagoing component, and (2) the supporting Shore Establishment. The sole mission of the latter is to support the former — that is, *to support the Fleet*. The Operating Forces are practically 100 per cent military manned, to carry out the Navy's mission in support of national defense.

In the Shore Establishment, top management (under the Secretary of the Navy) is military. Other

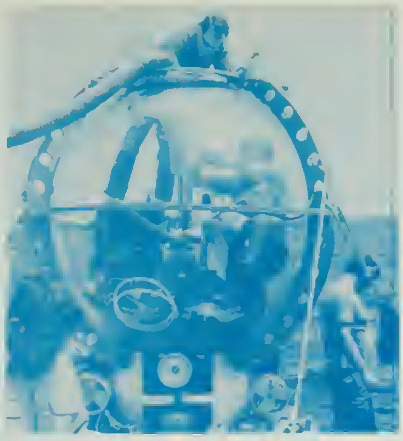


positions in the Shore Establishment are military for purposes of sea-shore rotation, for training, to ensure combat readiness, to provide a required military background, and to man positions at remote locations where civilians are not readily available. The rest of the Shore Establishment is made up of the civilian members of the Navy team. In addition, some manpower requirements are met under private contract.

For example, some 60,000 civilian shipyard workers do the majority of our ship overhaul and repair work. These Navy shipyards provide a direct response to Fleet needs in ships.

Here are some more facts that should be of interest to you:

- Approximately one-half of the Navy's civilian workers have served at one time or other on active duty in the armed forces. They know, therefore, what it means to stand watch and to be on call even during off hours.
- The office of Naval Research, the Naval Ordnance Laboratory, the Naval Research Laboratory, the Naval Electronics Laboratory and similarly oriented scientific and technical shore installations are overwhelmingly staffed by civilians as are several major commands. (The Naval Material Command is about 95 per cent civilian.) While their primary mission is to keep the Navy abreast of modern technology, their work frequently is given applications which improve everyday living, and has an impact on the whole world community.
- With civilians serving as a large percentage of the work force, our Naval Air Rework Facilities overhaul and update our aircraft; our various type of ordnance and weapons stations do work on guns, ammunition, and other weapons systems components; and our Public Works Centers perform maintenance on real property and associated equipment. A similar situation exists in our supply warehouses, stock control points,



Clockwise from above: Plumbers and pipefitters at the San Diego Navy Public Works Center; Hunters Point Shipyard worker installs wiring for USS Ranger's 500 telephones; computer programmer at Point Mugu; employees work on cabinet to house electronic components at San Diego Public Works; scene of Norfolk Naval Base with Navy's 80-ton diesel engines in foreground; engineers at Naval Civil Engineering Laboratory, Port Hueneme.

computer complexes, and other nonindustrial activities.

- Many who chart the seas are civilians. There are civilian education specialists on the Navy team, and even civilians engaged in Navy recruiting. You will also find them in telecommunications, meteorology, oceanography, and medicine, to name but a few.
- A small number of civilian employees even go to sea for short periods in Navy ships. They are assigned to evaluate systems with which the ship is equipped, or to serve as members of indoctrination teams on new equipment or technology. The crews that man the USNS ships of the Military Sealift Command are "civil marine personnel" who receive their paychecks from the government.

Some of the members of the civilian work force have jobs that take them into areas well outside the confines of an office or the laboratory or the shipyard.

- For example, the first man on the moon was a civil service employee. Although he was employed by NASA, the Navy takes pride in the fact that he received his initial training on active duty as a naval aviator.
- Two of the prisoners-of-war who returned from Vietnam last year were civilian employees of the Navy, who were held prisoner for several years.
- Other civilians played leading parts in the Sealab experiments and one civilian aquanaut lost his life during preliminary operations of Sealab III.

These are only a few of the positions civilians have played on the Navy team and, although many of those mentioned are scientific and professional workers who

Clockwise from above: PWC team readies equipment to be shipped to Keflavik, Iceland; testing weld on float with soap and water at San Diego Public Works Center; astronomer at the Naval Observatory, Washington, D.C.; administrative employee at Norfolk training session; communications controller at Headquarters, Pacific Missile Range; inspecting work during overhaul at a Navy shipyard.

make up a sizable percentage, skilled craftsman are still very much in evidence.

This is how Navy civilian workers were grouped, according to percentages, in 1972:

Craftsmen and operatives	46.2 per cent
Professional, technical and scientific	25 per cent
Clerical	18.4 per cent
Managerial and administrative	4.9 per cent
Service	3 per cent
Laborers	2.5 per cent

The nature of the Navy's civilian work force has changed over the years from a preponderance of industrial workers to a "mix" that reflects a transition similar to and in some cases paralleling the labor force in the United States as a whole. It is a result of increasing technological change in American life. Technological advances have had their effect on the Operating Forces in the Navy as well.

Like the size of the Navy, the numbers in the civilian work force have also fluctuated. In 1963, for example, civilian employment was dropping, but later zoomed upward in the Vietnam era to peak in 1968. By 1972, however, Navy civilian employment had again dropped. Today it is about the same as in 1963 and it continues to decrease. The most recent figures show some 321,000 civilian employees.

The Navy is still one of the country's biggest employers, ranking in the top 10, and its influence is in proportion to its size, making its influence felt throughout the nation. Navy management has been an important factor in establishing important sociological trends in the national labor market.

The Navy has been one of the leaders in providing

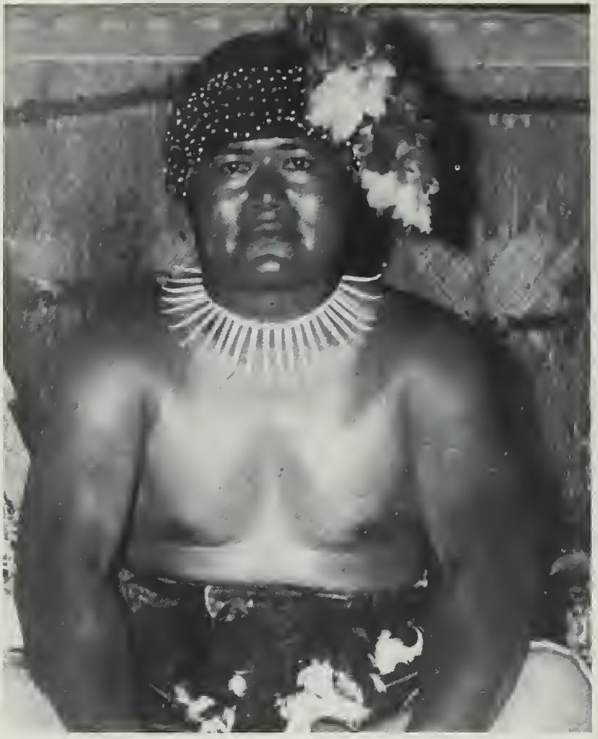
equal opportunity for all. Civilian employment of minorities and of women by the Navy has at least equaled that of other major employers in this country and surpassed most. However, while tremendous progress has been made in providing equal opportunity for everyone over the past decade, the Navy has no intention of resting on its laurels. It continues to strive for improvement in an already noteworthy record.

Like the men and women joining the Navy's military team, the civilian work force today is better educated than ever. For example, 50 years ago, only eight per cent of the entire U. S. population attended college. Most who went to work before World War II began looking for jobs immediately after their school graduation. Today, 80 per cent of the population has graduated from high school and 45 per cent go on to higher education. The educational level of today's Navy military/civilian team reflects this improvement.

Civilians, therefore provide continuity and special expertise, on the one hand, while the military provides broad knowledge of the operating Navy and liaison between the Shore Establishment and the Operating Forces.

What accounts for its success is that this veteran team has been abuilding over a period of nearly 200 years. Just before leaving the Navy to head the nation's Bicentennial Commission, then Secretary of the Navy John W. Warner was asked for his impression of the caliber of civilian personnel compared with those he had encountered in his other endeavors. "I have found in my four years of government quality coequal with that on the outside in every respect — be it on the technical side, the law side or the management side," he said. "The citizens of the United States are very fortunate to have such high-caliber people pursuing these careers"

— **Robert Neil**



YN2 Herman Leo

SAMOAN CHIEF - NAVY STYLE

It's not unlikely that tidings of feasts, momentous events, celebrations and other vital news of home could be brought at some future date to one member of Carrier Group Three's staff by the exotic pounding of native drums. Certainly, it is necessary for 35-year-old Yeoman 2nd Class Herman Sogimaletavai Leo, now stationed aboard USS *Ranger* (CVA 61), to keep abreast of matters in his native land. For Leo recently was the central figure at his coronation as Family Chief, an important title on the island of Samoa which he calls home.

Many Samoans live within a traditional social system based on the Aiga, an extended family group headed by a Matai or Chief. The title of Matai is conferred with the common consent of the Aiga. Any family member is eligible, including women. There are well over 300 members in the group over which "Matai" Leo presides.

The Matai is responsible for directing the use of family lands and other assets, and for the general welfare of the Aiga. He also represents the Aiga in the village and district Fono, or Chiefs' council.

Most Samoans actively support the Matai system, pointing out that while they owe respect and obedience to their Matai in family and communal affairs, the Matai in turn has well-defined responsibilities toward his family.

In a formal ceremony replete with traditional costumes, feasting and dancing, the family approved Leo as their new Matai — the position was passed to him by his father. Following the ancient traditions, Leo, dressed in a lava lava and adorned with family gifts, drank kava, a special chief's beverage made from the kava root. Thus, in the bright sunlight and gentle Pacific breeze of a warm Samoan beach, a new high chief of American Samoa arose.

Petty Oficer Leo — or Matai Leo — was born in Alao, Tutuila, American Samoa. At the age of 18 he moved with his parents, seven sisters and three brothers to Tacoma, Wash. They later moved to Seattle and, in 1958, Leo enlisted in the Regular Navy there.

Following boot camp in San Diego he was assigned to USS *Lawrence County* (LST 887) for two years. From there he was transferred to the Pacific Reserve Fleet Units with the Columbia River Group, Astoria, Ore., and later the Bremerton Group at the Puget Sound Naval Shipyard. While serving with the Bremerton Group he was advanced to yeoman 3rd class.

In June 1962 Leo returned to the Pacific islands as a member of Patrol Squadron Four at NAF Naha, Okinawa. While there he contributed to the efforts which won the squadron the 1962 Pacific Fleet Battle Efficiency Pennant, the 1962 Captain Arnold Jay Isbell Trophy for excellence in antisubmarine warfare and the Pacific Fleet Aviation Safety Awards for FY 62 and 63.

Leo returned to the States for shore duty at the U. S. Naval Hospital in Philadelphia at the end of 1963. January 1967 saw him back in the Pacific when, after two weeks' training at the Naval Amphibious School, Little Creek, Va., he reported to the Naval Support Activity, Da Nang. While in Vietnam he was promoted to YN2.

Toward the end of the tour, his younger brother, Seaman Apprentice Lealofi T. Leo, had just joined the Navy and was serving on board USS *King* (DLG 10). Apparently already imbued with the spirit of the Matai's responsibility, Leo asked for duty aboard the

Facing page: YN2 Herman S. Leo as Chief of his Samoan family. Left, top: USS Constellation in which YN2 Leo has served. Left, bottom: USS Ranger, his present duty assignment. Above: Leo and his wife Utumoe participate in ancient Chief's ritual.

same ship so they could serve together, but there was no yeoman billet for Leo available on the DLG at that time.

Following his first Vietnam duty he served in USS *Constellation* (CVA 64) and later at NAS Moffett Field, Calif.

In July 1972 Leo reported to Commander Carrier Group Three, his present command, He serves there as Officer Records Yeoman and Flag Office Supervisor, normally an E-8 billet. The staff deploys in Pacific Fleet carriers and, during his time in them, Leo found himself again in Vietnam.

During one WestPac cruise with the staff in USS *Ranger* (CVA 61) he earned a Letter of Commendation from the Commander Seventh Fleet for "outstanding performance of duty . . . . As flag office supervisor (he) demonstrated great perseverance and selflessness by assisting the staff operations department in the preparation of message traffic and correspondence germane to the combat effort. In spite of long hours spent at this task, he continued to carry out his normal duties in an exemplary manner. His skill and judgment contributed significantly and directly to the successful accomplishment of the ship's mission and to the United States' effort in the Western Pacific."

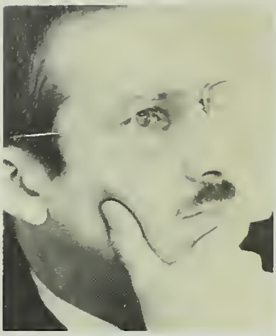
This is typical of Leo. His overall performance has always been in the superior top level, as reflected in his performance evaluations and in the fact that he has been highly recommended for meritorious advancement. Rear Admiral W. L. McDonald, Commander Carrier Group Three, has written of him: "His duties cover broad areas involving manifold daily contingencies and requiring sound decision-making ability and excellent general knowledge. Petty Officer Leo has been unwavering in carrying out these new duties. His management ability has been outstanding and his fair and impartial leadership has earned him the respect of all members of the staff." The new Matai appears to be eminently qualified to handle the job.

Beyond his normal duties, Leo also serves as senior member of the staff recreation committee, as recreation council enlisted advisor and as a human relations council member. When not deployed he is a counselor for the Samoan Community Youths in the city of San Jose, Calif.

Leo is dedicated to his Navy job, but in the event of some vital emergency in Samoa he might be required to seek humanitarian leave, if the emergency arose in his Aiga. As he nears the end of his "Navy career," he is well prepared from the standpoint of leadership to take on the new responsibilities that will be his in Samoa as Matai.

Leo and his wife Utumoe reside in Campbell, Calif. He is due to retire from the Navy in three years, and they will return to Samoa then so that he can devote all his time to the Aiga's affairs.

Thus, as Matai, Herman Sogimaletavai Leo recently became "Chief and Godfather" for his vast "family." Already he is making important decisions affecting many Samoans. In the Navy he has earned the reputation of an outstanding petty officer, and on the Island of Samoa he is, in reality, a chief. — **JO3 Don Ennis**



THE LONE WARRIOR

A tragic accident involving a young naval officer has helped change Navy Regulations to benefit future generations of Navy people.

It was a brief moment in the span of time that linked Lieutenant Commander Barron Nelson to an accident on the beach in the Republic of Vietnam and brought him to a crossroads in his life. It was necessary that his right leg be amputated below the knee.

LCDR Nelson's dream was and is "to drive ships — to command Navy ships of war." Because of his amputation, existing regulations required that he retire, in direct conflict with his dream. He could either follow existing regulations and change his way of life or stick with his dream and make it become reality.

Following his accident, LCDR Nelson faced months of pain and suffering. Later he made his decision to fight to continue his career as an active duty naval officer. The successful end result helped bring about a change in regulations whereby a Navy man who has lost a limb or eye can stay on active duty and even command Navy ships.

In describing his effort to remain on active duty, LCDR Nelson stated that an effort of this sort may somehow appear a larger undertaking to the outsider than it does to the individual who has lost a limb.

And he got his chance. As a Navy lieutenant, Nelson was assigned as commanding officer of the Pacific Fleet Service Force fleet ocean tug USS *Tawasa* (ATF 92) as part of a program designed to provide more junior Navy officers with opportunity to command.

He commanded the ship for 16 months (he was extended beyond the normal one-year tour). A spokesman for ComServPac commented, "this trust in this officer speaks well of the professional side of the man."

Nelson was awarded the Navy Commendation Medal in recognition of his performance in command of *Tawasa*. He was promoted to lieutentant commander shortly before leaving his ship and is presently assigned in San Diego as Aide and Flag Secretary to RADM N. P. Foss, Commander Training Command, U. S. Pacific Fleet.

Nelson's statement, "You can become anything in life you wish to become if you want it badly enough," appears to be a prominent part of his makeup and his outlook on life appears to have a direct tie to his future.

His dreams for the future include earning the right to command destroyers and larger Navy ships.

Nelson is a young man who seems to have a deep-seated love for people. He is the son of Air Force veteran John Nelson. He explains his earlier life: "It's not always easy for a youngster growing up when he's a member of a military family. I lived in 56 places in 24 years and attended 17 different schools."

Upon graduation from Trinity University, San Antonio, Tex., in 1964, he earned his commission as an ensign. In discussing his early intent regarding a Navy career, LCDR Nelson stated, "I had read 'Moby Dick' and 'Two Years Before the Mast,' but when I first entered the Navy I had no great love for the sea. My intent was to spend three years on active duty before finding my place in the future scheme of things." However, he became another landsman to fall under the magic spell of the sea. Like countless others before him he felt the tug of the sea that has beckoned man since his creation. This transformation happened during his first underway period.

"All lines were cast off and we were getting underway. I had the midwatch (2400 to 0400). A bright moon was reflected across the water and I was alone on the bridge, away from the city lights and at peace with the world. It was then that I knew my future would be linked to the Navy, including the future ambition of driving ships, commanding Navy ships of war," Nelson said.

The year young Barron Nelson earned his commission also was the year of the death of Admiral John M. Hoskins. Living in two different times, they share a niche in the annals of the Navy. They are believed to be the only two amputees to have commanded Navy ships.

ADM Hoskins lost his right foot in 1944 during the second Battle of the Philippine Sea. In 1945, he assumed command of the aircraft carrier USS *Princeton*. The decision to retain then Captain Hoskins was prompted by the fact that the United States was involved in a major war and the Navy needed his experience. For Nelson, the odds against his commanding a ship, or even remaining in the Navy, were overwhelming. But he not only beat the odds, he also payed a role in the revision of an old and "permanent" policy.

On the night of 18 May 1969, then Lieutenant Nelson was assigned as Weapons Officer aboard the destroyer USS *Higbee* anchored off the coast of Vietnam. During the nighttime hours the ship had provided illumination fire for the Army engaging enemy troops ashore. Later, when *Higbee* officers met with members of the Army ashore, it was necessary to beach the ship's motor whaleboat, since there was no pier.

When the Navymen prepared to return to their ship, boat crewmen attempted to pull the boat from the beach to deeper water where the boat's propeller could take over. Navymen were positioned along both sides. LT Nelson stationed himself in a strategic position alongside, "so no one would get hurt." The men pulled on the boat and the operator accidentally put the engine in gear. Nelson, standing in soft sand, lost his balance. In reflex action, he grabbed the side of the boat; his right leg came into contact with the prop.

"I experienced a rather sharp pain, followed by a numbing sensation. I looked down and saw my foot float to the surface. I realized what had happened to my leg," Nelson said. Within minutes, he was in the hands of Army surgeons ashore.

"The first 20 minutes I was in the hospital I recall telling the doctors not to remove the bone from the knee or I wouldn't be able to stay in the Navy. During those first hours it was an almost unreal world. There was the ever-present pain, waking and sleeping, medication for pain."

These early comments evidence the strength of this individual's deep-seated needs and plans for a career with the Navy. His stronger feelings surfaced more sharply during later periods, but it was clear he intended his future association with the naval service to be solely in the role of a fully functioning individual.

He is also the first to admit that recovery of the whole man was closely linked to the concern and help of other people in his behalf, "In the early stages, every person who suffers the loss of a vital body organ or function feels sorry for himself. It's most evident when you're alone and easier to accept in a group. It's also quickly apparent that no matter how serious your condition, there always appears to be someone else worse off; this makes it easier to accept your personal level of well-being," Nelson said.

He gives his wife the major credit for his return to normality. "There were times I would have given up the idea of staying in, but my wife knew how much my Navy career meant to me and was always ready with the proper level of encouragement."

The record is clear concerning his own stubborn drive to make his dream come true, In the early rehabilitation program involving physical exercise, doctors recalled that part of the procedure involved various angles of raising and lowering the remaining portion of Nelson's leg with a 10-pound weight attached. "Problem was, turn your back for a moment and Nelson would be up to a 27-pound weight," medical officials commented.

Just under three months after his injury, Nelson was fitted with his artificial limb. Six weeks later he walked out of the hospital.

His future appeared to be spelled out: Nelson was headed straight for retirement.

"But you make up your mind as to what you want out of life and level your guns on target to get it. A requisite to survival is to accept nothing less than the opportunity to perform as a fully functional human being," Nelson stated.

He answered the Navy's suggested retirement route with a lengthy rebuttal. He extended the chain of events in persuading medical authorities to adopt a favorable environment of acceptance in his behalf.

Nelson won part of his prize, and was granted a one-year trial on limited duty. He was still in the Navy and hopes for his future were still alive. Next came renewed efforts, designed to earn him the right to full duty. He requested assignment to the staff of the Newport, R. I., Destroyer School. His promise to the Navy: "Give me something I can't do and I'll voluntarily retire."

During this assignment as Academic Plans Officer, a chance encounter gave Nelson a chance to state his case. The Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., and Lieutenant Barron Nelson had a face-to-face visit.

The admiral listened and watched Nelson's performance. It was an important step in a change to Navy regulations. This change reversed earlier rules requiring automatic release of a member who becomes an amputee. The new regulation — any Navyman who loses an arm, leg, or an eye can remain in the Navy if he desires, and the right to command ships is a part of this new consideration for those who qualify. This new regulation has a direct bearing on the present and future generations of Navy people.

Lieutenant Commander Barron Nelson's dream was still alive and unchanged — to be a "ship driver," the captain of Navy ships.

He recounts his recent experience in command of *Tawasa*.

"Assuming command for the first time is a somewhat frightening situation. You kind of wait for someone to give the orders and suddenly you turn around and remember, 'I'm it.' You realize vividly that while there are guidelines, no book is available with a complete and ready list of answers to every problem. One has full realization that for any given situation, or problem, there are 20 or more solutions available. It firmly establishes a need to predict possible situations and have available solutions to problems ready in event it becomes necessary."

How does Nelson judge his career to date?

"The Navy should not be expected to be soft in its approach to an individual with a handicap. There's a set job to do and if an individual in this category can do the job as well as or better than others, he should be given the opportunity."

Some of his former crewmen aboard *Tawasa* admit it was six weeks after he became their captain that they realized he had an artificial leg. This kind of praise appears to indicate Captain Nelson had to work twice as hard as his brother skippers to prove himself.

"Today, I'm getting back the feeling that I'm able to compete on an equal basis and that my fellow officers consider me equal with other Navy lieutenant commanders. As for the future, I'll try for command of destroyers and larger ships. To me, the Navy is its ships and ships at sea are where it's at," Nelson said.

In summary, tragedy in the life of Lieutenant Commander Barron Nelson, combined with a deep-seated personal dream and the need to make it come true, are factors that have helped change regulations to benefit today's Navymen and Navymen of the future. Nelson's story is also the story of today's Navy and its readiness to utilize fully its most valuable resource — its people.

If a strong belief in one's personal and total capabilities and the ambitious drive to succeed are representative characteristics here, then Lieutenant Commander Barron Nelson may one day become a Chief of Naval Operations. In this writer's opinion, exacting and exceptional capabilities are the mark of the man and he's a man named Barron Nelson, a leader of men and captain of his ship.

— Story by Gerald R. Bofing
— Photographs by Tom Garner and Sam Bass

Left: As captain of the fleet ocean tug USS Tawasa, then-LT Barron Nelson takes care of ship's business. Above: Then-LT Nelson meets with USS Tawasa officers.

THE 'ROCK'

Many Navy ships have dependents' cruises, but none can combine a look at shipboard life with a Mediterranean cruise such as USS *Little Rock* (CLG 4), flagship for Commander U. S. Sixth Fleet, homeported in Gaeta, Italy, did recently. Wives met *Little Rock* in Rota, Spain, to join their husbands for a cruise to Tangier, Morocco, and then to Malaga, Spain, during part of the ship's annual western swing of the Med.

The "Rock's" dependents' cruise offered the wives a chance to get a behind-the-scenes look at their husbands' jobs and the many facets of life in the Fleet.

While under way for Tangier, dependents were treated to a demonstration of the ship's *Talos* missile system during the morning hours and a tour of the ship, including the bridge, main deck and combat information center. They then had lunch and some time in which to relax before arriving in Tangier that afternoon.

Tangier had an air of excitement and mystery for the crew and dependents alike. There were many attractions, one of which was the opportunity of shopping in Soco Chico, the center of the Kasbah district, for many wares such as Moroccan leather goods, items of pottery and indigenous clothing at low prices.

Other attractions within the city were the many palaces and adorned temples, the main one being the Alcazaba Palace, former home of the Moroccan lineage of sultans, now a museum and tourist attraction. Truly, this ancient city of Tangier offered the crew and wives an authentic taste of North African life.

Under way for Malaga, Spain, *Little Rock* held General Quarters in the morning in order that the wives might observe their husbands' battle stations. Demonstrations were given on the messdecks and in the wardroom on battle dressing and first aid as well as a presentation on the different methods of firefighting and damage control procedures aboard ship.

The crew was in for a surprise that afternoon as the Commanding Officer, Captain P. K. Cullins, USN, ordered all watchstanders off the bridge because the women were taking over.

The girls, many of whom had never even seen the bridge of a fighting ship, did an outstanding job of running the ship through its paces, while the crew looked on, joking as to whether they would ever get their prescribed jobs back. The girls took their new jobs seriously as they manned (or wo-manned) the helm, lee helm, quartermaster of the watch and, of

RIDES THE MED

Left, top to bottom: Gibraltar, Gateway to the Mediterranean; western Mediterranean natives; rug merchant in Tangier, Morocco. Above: USS Little Rock (CLG 4). Below: Malaga, Spain. Right and below: Lisbon, Portugal.

course, the Officer of the Deck, as the light cruiser cut through the blue water, responding to their every command.

Later in the afternoon, stewards and commissarymen gave a presentation in the wardroom on cake decorating and how to make a few culinary treasures, Navy-style, to the visiting wives.

Then came more time for relaxation and a chance to lend an ear to "Crowleg" — the ship's rock band — which played a few numbers while the ship made its entrance to Malaga.

Together, the men and their wives had time to take advantage of the sights in Malaga, including the famous churches, and to shop for many handmade goods. Among the many fine buys found there were suede and other leather goods, porcelain, artwork and brass items of fine craftsmanship.

Some of the glory that was old Spain could be seen above the city in the ancient battlements, or one could go to Torremolinos, the sunshine haven of the jet set, where there is an international atmosphere.

But, all good things must come to an end, and the husbands and wives had to say "Adios" for a few days until they could rejoin in Gaeta.

Little Rock's western swing and dependents' cruise provided an extra dividend to the Navy's overseas homeporting program. Besides eliminating the usual time away from families on deployments, it provided a chance for families to enjoy African and European travel together.

But that's only one chapter in *Little Rock's* adventures this year. Another job kept her constantly on the move as a goodwill ambassador, furthering human relations throughout the Mediterranean. To date she has

Above: A quiet moment with a loved one. Right, top to bottom: Little Rock wives enjoy a culinary arts display; CAPT P. K. Cullins explains the ship; Mrs. Diana Peterson sings in the Sixth Fleet Music Show. Facing page, top to bottom: Wives plot the course; dependent phone-talker; Little Rock's rock band, Crowleg. Far right: Wives take over the bridge.

paid visits also to Spain, Portugal and Gibraltar, as well as Morocco.

Embarked on a one-month training cruise, she took time off to make her first stop at Gibraltar, the British Commonwealth on the threshold of the Mediterranean. There *Little Rock* found the historical warmth and hospitality of the British.

Gibraltar, situated on the eastern end of the Strait of Gibraltar, is an area of two square miles connected to the Spanish mainland. Its population is 28,000, many of whom are of Italian and Maltese descent, as well as Britishers.

Sports was on the agenda during her stay, and what better international language to bring people closer together than sports. *Little Rock* met various teams from the area and competed in bowling, skeet shooting, soccer and volleyball.

Underway again, *Little Rock* steamed to the Portuguese capital of Lisbon for a five-day anchorage on the Tagus River. Shopping and nightlife afforded two of the biggest attractions for the flagship during her stay. Among the many fine articles Lisbon offered were cork products, sweaters, china and silverware. These could be found in the shops in the city as well as other shopping areas such as Baixa and Chiado.

Nightclubs ranged from the traditional Portuguese bar where the local citizens take time to meet old friends for a glass of wine and a chat, to the very modern discotheques where many of the crew rocked to English and American sounds.

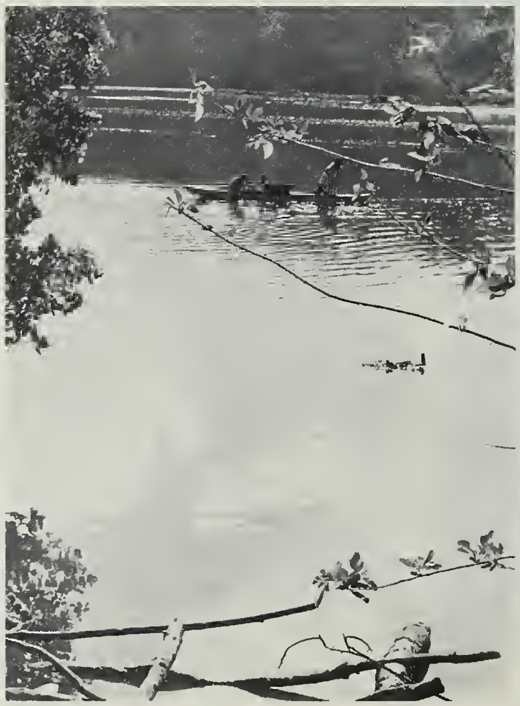
Some of the better dining spots provided folk singers, who sang "fados," the national folk songs.

The next port of call was Rota, Spain, which offered time for the crew to shop for much-needed items in the Navy Exchange and visit the city and its shops.

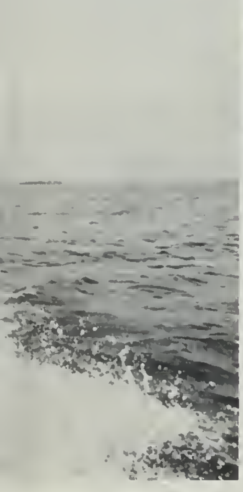
This is one sampling of what homeporting overseas has to offer the Navyman. It offers the opportunity to see the world — as well as the sea.

— **SN Tim Hodges.**

SEABEES



N PONAPE



Clockwise from left: EOC Ron Utterback returns to Kolonia after dropping off workers; native women do their wash; Sokehs Mountain, Ponape; old Spanish church; Ponapean children keep cool.

It's early morning. The new day sun adds a warm, yellow glow to the stark ruggedness of Sokehs Mountain in the distance. While in Kolonia — population center of the Ponape District in the Trust Territory of the Pacific (TTPI) — the city dwellers sleep, "little green men" file into a room to plot their daily strategy.

They sometimes speak a strange language. "Better take the 570 over and see if you can get the 175 out," one says. Another asks, "Have you gotten the 1250s done for the 25, the D-7 and the 1150?"

No cause for alarm, there hasn't been an invasion. The "little green men" in this case are all "Bees," Seabees, members of the 13-man U. S. Navy Civic Action Team currently involved in the tropical island chain in a varied construction program.

Designated Seabee Team (SBT) 4007, the Ponape unit is on deployment from their parent unit, Mobile Construction Battalion 40; the main body is deployed to Rota, Spain.

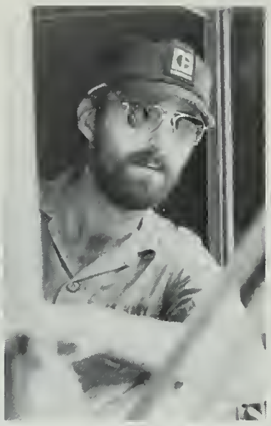
SBT-4007 started on the job last September during a nine-month deployment. Shortly before they were scheduled to return from that tropical isle this on-the-scene report arrived concerning their activities.

At first glance it's a little difficult to tell the officer in charge, Lieutenant (jg) Jim Allen, and the assistant OIC, Chief Equipment Operator Ron Utterback, from other members of the team. Both have deep tans, indicating many long hours in the sun. Both men pitch in with the rest of the crew; they're not simply directors. As a result, they have the respect and admiration of their fellow teammates.

The lieutenant, who has a bachelor's degree in chemical engineering from Auburn, has been with MCB-40 since November 1971. Chief Utterback is an 18-year Navy veteran.

They often work long hours in the hot, blistering sun, while cussing a variety of not-exactly-new equipment that spends as much time being repaired as it does actually on the job. The "Bees" have to contend with a multitude of problems that also plague all six civic action teams in TTPI: four Navy, one Air Force and one Army. Unstable communications, transportation problems and some pretty-near-impossible engineering and construction feats are just a sampling. But they do it all, and do it well.

At present, the team is working on a net road project, requiring the hacking out of a pathway through dense jungle and mangrove swamp, then hauling in coral dredge to make a roadbed. This road will link several villages that previously could only be reached on foot over some rugged terrain or by boat. Equipment



Operator 3rd Class Mark Boggs is charged with the responsibility for this project. Another project involves a tennis court, a short distance from the team's camp in Kolonia.

Yet another project, now complete, involved work on four different bridges in Olopol.

The team's corpsman, Chief Hospital Corpsman George Butler, is not only charged with health and camp sanitation, but also has assumed additional paramedical duties at the Ponape Island Central School. The 600 students attending PICS, in particular, the 300 or so who live-in at the school, rely on "Doc" Butler for their medical needs. He spends five mornings each week there. Occasionally, he visits outlying municipalities on other islands, checking on the medical needs of all.

Construction Electrician 1st Class Greg Hallam works on an interior communications system at Community College of Micronesia, when not keeping track of team supplies or communicating with headquarters at Guam by radio. Hal has completed similar system for Ponape Island Central School.

Recreation equipment for elementary schoolchildren is being assembled by Builder 1st Class Jessie L. King, Jr., and Utilitiesman 2nd Class Kurt Barchenger has been working on small water catchment systems in a variety of locations.

If there are any unsung heroes at CAT Ponape, they must be Construction Mechanic 1st Class Perry L. (Gil) Gelnett and Constructionman Rick J. Johnston. Rick has had a number of opportunities to get out and meet the people while working in the different municipalities, but Gil is generally the man who holds

Far left: Dredging coral for use as roadbeds. Left, above: CMCN Rick Johnson. Left: Cable bridge built by CBs. Below, left: EO1 Robbie Roberts smooths out lumps in road. Below: CM1 Perry Gelnett works on engine.

down the fort. He can almost always be found around the camp, often resurrecting aging vehicles and equipment. When he does get out, it is usually to fix something on a front-end loader, or to change a tire or start a piece of equipment.

One of the team's most important phases of work deals with teaching the local men in an intensive six-month apprenticeship program. At the present time, a dozen trainees — two steelworkers, four equipment operators, three mechanics and three builders — are enrolled in the program. Graduates emerge with a rating of journeyman one — six hours per week are academic and the remainder is on-the-job training.

How the men feel about their assignment to CAT Ponape can best be answered by a former CAT Ponape Navyman, Neil H. Johnson. He's retired from the Navy and is working with a local construction firm as a maintenance supervisor. He cites the people and the pace of work as part of the reason he returned to the island. Johnson considers the equipment limitations a great challenge and adds that if he leaves Ponape, he won't be going too far.

"I will definitely stay in the islands of the Pacific," he said.

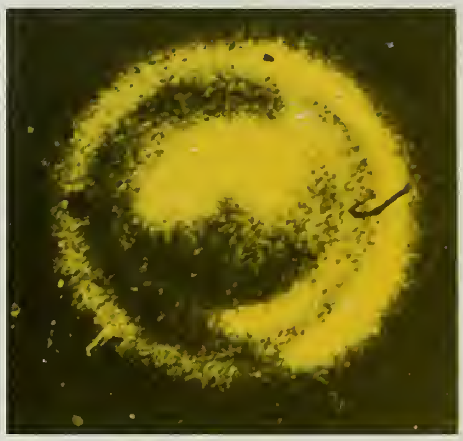
Johnson isn't the only CAT returnee. "Sam" Sneed, a former chief equipment operator, also retired from the Navy, is working with the TT government in the public works department.

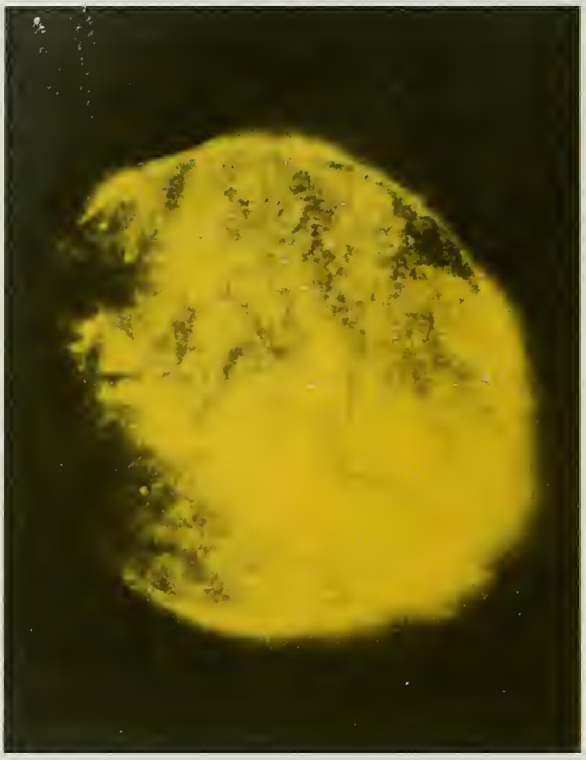
What brings these men and many other members of Civic Action Teams serving in TTPI back is a love affair with the beautiful and, at time, exotic islands of the Pacific.

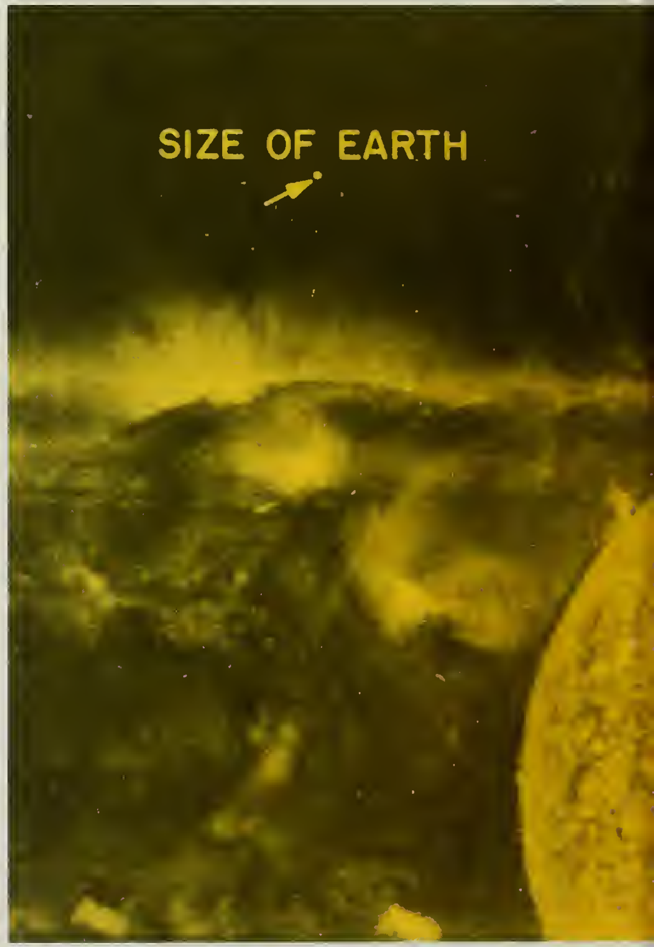
— Story and photos by JOC Bill Wedertz, USN.

Below: Ruins left by little-known early inhabitants of Ponape. Below, right: HMC George Butler attends an islander. Right: BU1 Bill Schubert gives LTJG Jim Allen a haircut. Far right: Digging postholes. Above, right: CE1 Greg Hallam orders supplies from headquarters. Above, far right: BU3 Larry A. Sherwood checks out anchoring towers. Top: "Mr. Jack," an Australian living on Ponape.

SOLAR ENERGY





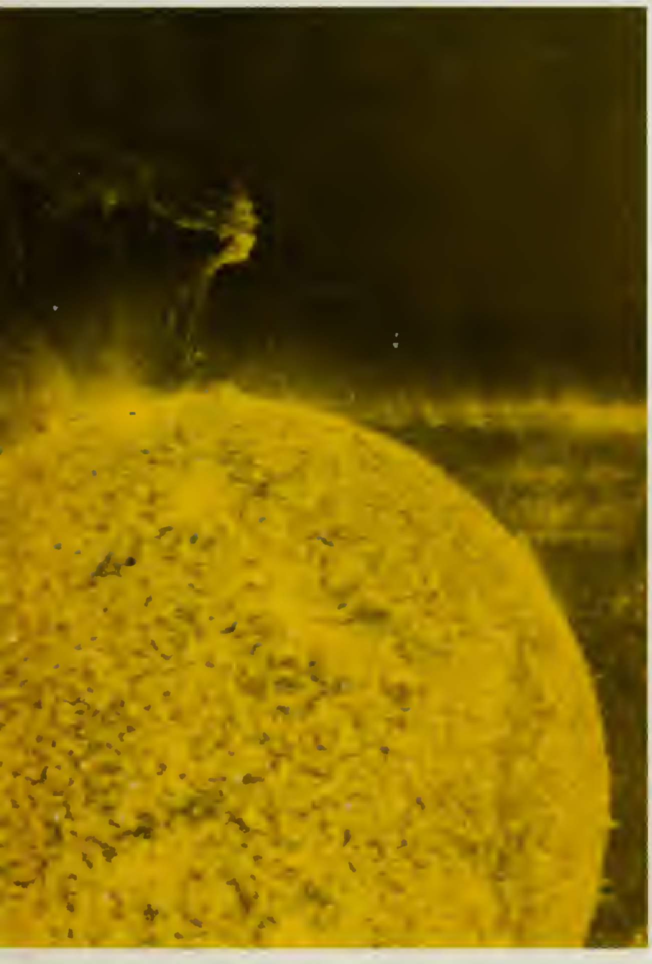


From top down: X-ray photo made by NRL scientists via an Aerobee-Hi rocket launched from the Naval Missile Test Facility, white sands, back in 1960. Above: Photo of the sun taken during early 1970s by an extreme ultraviolet TV camera prototype, mounted on a rocket. Right: Unique photo taken by Skylab III astronauts with NRL's Extreme Ultraviolet Coronal Spectroheliograph during a huge solar eruption.

SPECTACULAR

About that photo appearing on the cover of this month's ALL HANDS — take another look. It provides a great deal of food for thought. And it has a special relationship to the U.S. Navy in more ways than one.

Theoretically, if it were possible to harness the energy of the eruption represented in this one cover picture, it would have been enough to provide for all of mankind's power needs from the year 1 A.D. to the present — and perhaps for the next 2000 years, as well! In the era of the energy crisis, this is certainly something to think about.



The picture is a "color isophote" processed electronically from a photo taken by an instrument devised by scientists of the Naval Research Laboratory. The special picture-taking instrument (shown next page) is a hefty one and it carries the equally hefty name of "Extreme Ultraviolet Coronal Spectroheliograph."

The original photo was taken last August by astronauts of Skylab II, who acquired a series of pictures of a large eruption of the sun's atmosphere. Skylab's crew who made that flight for the National Aeronautics and Space Administration (NASA) included Navy Captain Alan L. Bean, Marine Major Jack R. Lousma and scientist Dr. Owen Garriott.

One of the highlights of their highly successful journey (which was fraught with numerous troublesome problems and dangers) was a spectacular performance by the sun. It occurred on 21 August, and NASA scientists at Houston called it "the most important, dynamic and interesting event" photographed by Skylab up to that time.

What happened that day was a tremendous eruption of the sun's atmosphere — in other words, it exploded a cloud of helium gas estimated to be about three-fourths of the sun's size. Our cover view shows how far the eruption had exploded from the vast surface of the sun in just 90 minutes from the time the eruption began. Clouds of helium gas have blasted out some 350,000 miles and eventually, streamed outward at least 200,000 miles more. According to the Naval Research Lab that's a top speed of more than 3800 miles a minute!

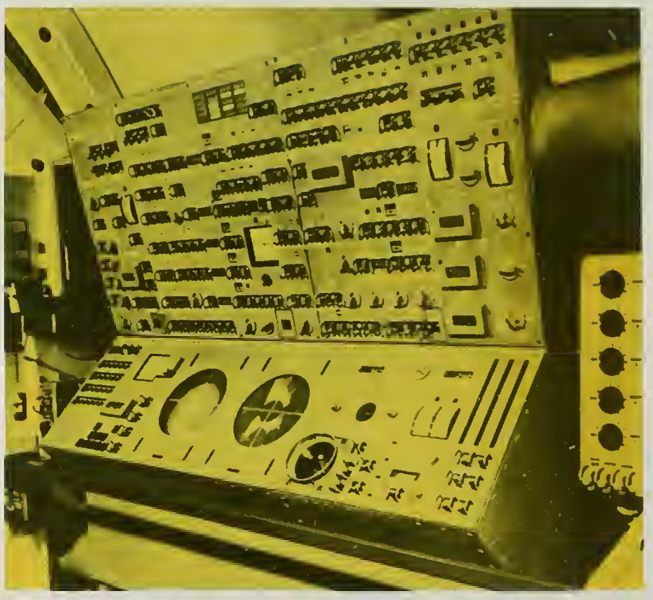
One of the goals of the Skylab crew was to study the physics of the sun. Others were to learn more about the physiology of man in space and the resources of the earth. The crew brought back a lot of information about the sun, thanks to the aforementioned spectroheliograph and its pictures. Such pictures can only be made from space because the ultraviolet light of helium is totally absorbed by the earth's own atmosphere. Only in the last few years of space technology has man been enabled to fly long missions with photographic instruments sensitive enough to record these massive explosions for further study and analysis.

And, speaking of energy, while the temperature of the gases churning at the sun's surface is a mere 4000 degrees Centigrade, it increases up to some 3,000,000

degrees in the corona (this is the black area of the picture on the cover.)

Another interesting aspect of the photography taken by the NRL instrument is that the originals are black and white photographs, and the color isophotes are processed (or translated) through electronic means to demonstrate the intensities of extreme ultraviolet radiation (known as XUV).

So, to get an idea of the extremes of XUV radiation, the red on the outermost edge is at the lower end of the scale and you move upward through yellow, green, light and dark blue, to violet and finally to white.



which is at the top of the scale of radiation intensity. To make a comparison of the sizes involved, if the earth were to appear alongside the color isophote, it would be 3/16ths of an inch in diameter.

Does a solar explosion have any direct application to the sailor at sea? It could certainly have a disrupting influence. When the energy of such an explosion heads toward the earth (taking several days to reach us), it can produce so-called geomagnetic storms that may disrupt broadcast communications and even common power transmission lines. It could cause navigational instruments to go haywire. Such storms also cause the spectacular and well-known aurora borealis, or Northern Lights.

These are some of the reasons why we want to know more about the sun, aside from its potential as a source of energy.

The spectroheliograph is designed, among other things, to provide maps of various layers in the solar atmosphere through observation of the lines of ultraviolet radiation. It also records the development of solar flares, records changes in flare temperatures, and watches the effects of the solar flares. Dr. Richard Tousey (see box) is the principal investigator for the Naval Research Laboratory in the experimental work in this area.

Navy Captain Alan Bean and his two teammates on the NASA Skylab II mission underwent some disquieting experiences before they completed their journey in the United States' first orbiting space station. It started when a leak was discovered in one of the sets of thruster rockets on the *Apollo* ferry craft which was taking them to the space station. Then there was a failure of one of the gyroscopes on the space station itself, followed by a leak in the air-conditioning system. The astronauts also ran into the problem of motion sickness during the first three days.

Preparations were even begun to outfit a rescue ship, but all problems were overcome and the crew (with its menagerie) had a successful as well as adventurous cruise in space.

The menagerie, incidentally, included six mice, two spiders, a couple of minnows and minnow eggs, plus flies and gnats. The first few days found the minnows swimming around in circles in space before adapting to their new environment. One of the spiders, named Arabella, seemed to take well to zero gravity, although she had to adjust her diet. She quickly set out to spin her web, but decided on raw meat rather than the insects she normally relished.

After 59½ days, Skylab II completed its mission, adding to the vast accumulation of knowledge about space, ranging from minutiae such as web-spinning spiders to vast explosions on the sun. The three astronauts were picked up from the Pacific Ocean by members of the crew of USS *New Orleans* (LPH 11) approximately 250 miles southwest of San Diego, Calif., on 25 Sep 1973, carrying with them the pictures from which developed the spectacular display on our front cover this month.

The Man Behind Skylab

The head of the Naval Research Laboratory's "Rocket Spectroscopy" Branch is Dr. Richard Tousey. He has been the principal investigator for four Skylab experiments in solar research which were carried out by NASA's team of astronauts.

Appropriately enough, Dr. Tousey started his Navy career as a member of NRL by initiating a program of upper atmosphere research. His first work was on brightness of the sky and the visibility of the stars. That was 33 years ago. He has been reaching farther and farther out into space ever since.

Before joining the Navy he had received his doctorate in physics at Harvard and taught physics at Harvard for two years.

During his career as a Navy scientist he has directed numerous experiments in solar research, but his work has extended also into other areas.

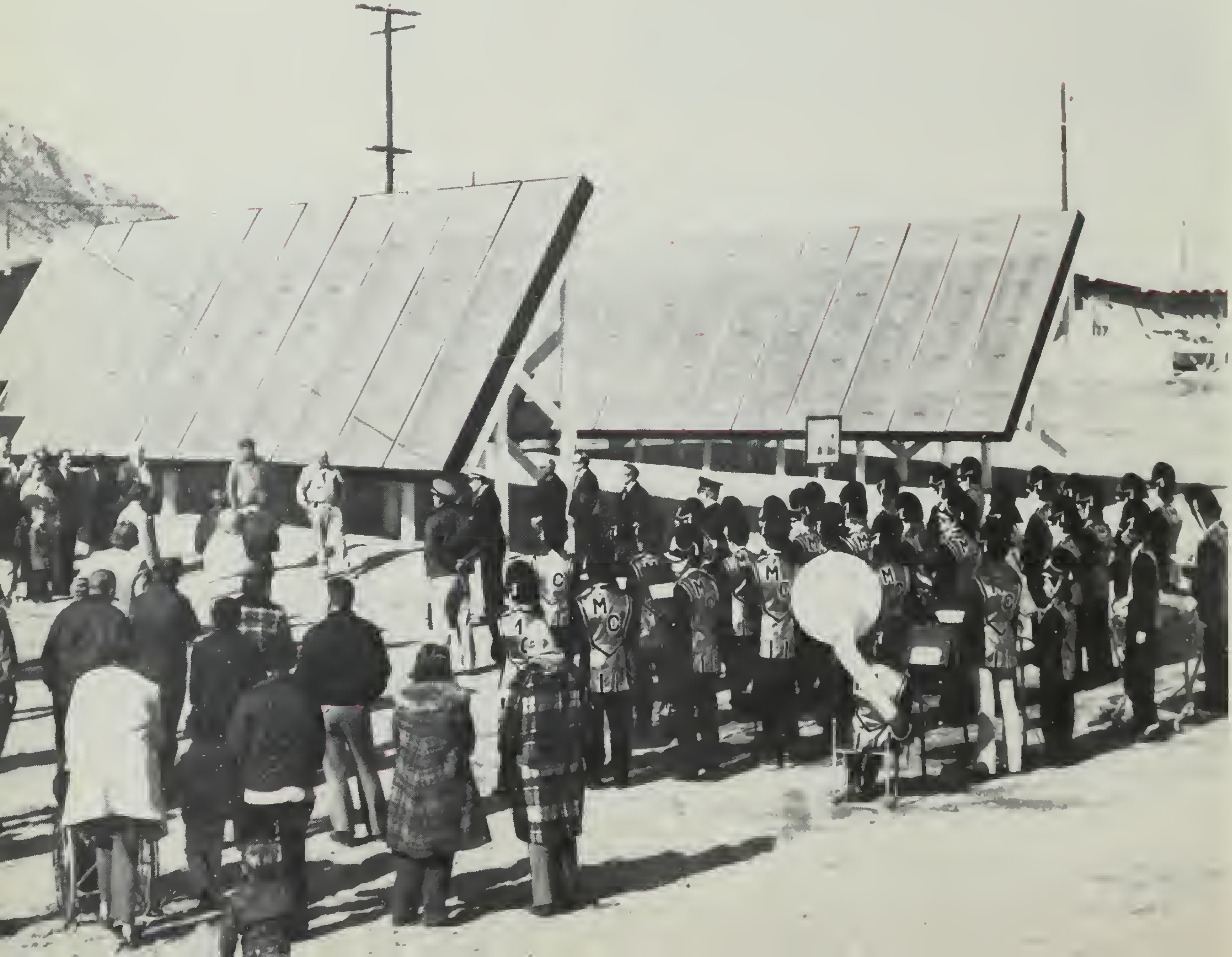
In 1945 Dr. Tousey received the Meritorious Civilian Service Award for the design and development of a reflector gun sight, and in 1958 he was awarded the Hulburt Award for pioneering and continuing investigations of the spectrum of the sun and the upper atmosphere by means of rocket-borne instruments

He directed the NRL program of research on the visibility of earth satellites and was a member of the Science Program Committee of Project *Vanguard*. (Incidentally, the Navy's *Vanguard* Satellite, which was launched 16 years ago, is still traveling in space. In fact, *Vanguard* has already traveled farther than any other man-made object in space and will continue to do so for the next 284 years, that is, until about the year 2258 A.D. During its expected 300-year life, it will have traveled an estimated 42,225,000,000 miles.)

As we've said elsewhere in this issue, cooperation and teamwork are the keys to success, and that teamwork comes from all segments of the population. NASA's Skylab crew consisted of a Navy captain, a Marine Major and a civilian scientist. The know-how of industry, the military-civilian team of the Department of Defense and the National Aeronautics and Space Administration, all have played significant roles in the exploration of space. NRL's Dr. Tousey, whose expertise has been developed over more than a third of a century, is one example of this contribution.

— j. a. o.

ON THE SCIENTIFIC FRONT



NAVY EXPERIMENTS WITH SOLAR ENERGY

The Naval Ammunition Depot, Hawthorne, Nev., began experimenting with solar energy about 40 years ago. In those days, however, the cost of construction couldn't compete with cheap fossil fuel.

Recently, the energy crisis renewed interest in solar heating and Hawthorne again began an experiment in harnessing Nevada's abundant sunshine.

The results were encouraging. Solar units constructed at the command appeared to provide up to 80 per cent of the heating needs for two depot families at a cost which can compete with rapidly rising propane costs. A solar unit capable of heating 1000 square feet would cost about $4000 to construct. The cost of heating a home was between $300 and $350 this year; it may rise to $500 next year.

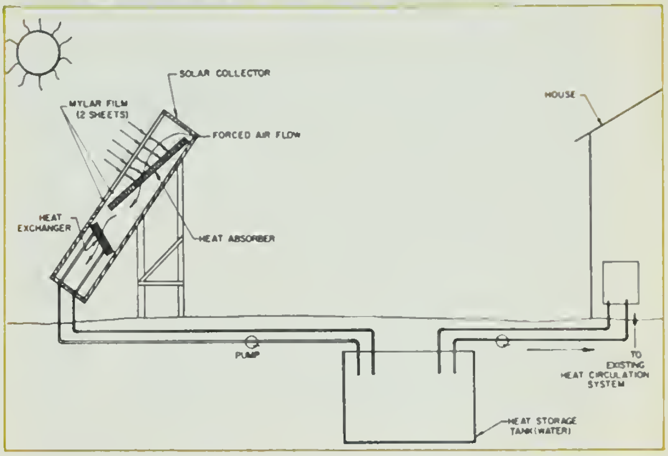
NAD's two heating units operate under simple solar energy principles which are familiar to anyone who has entered a closed car on a sunny day.

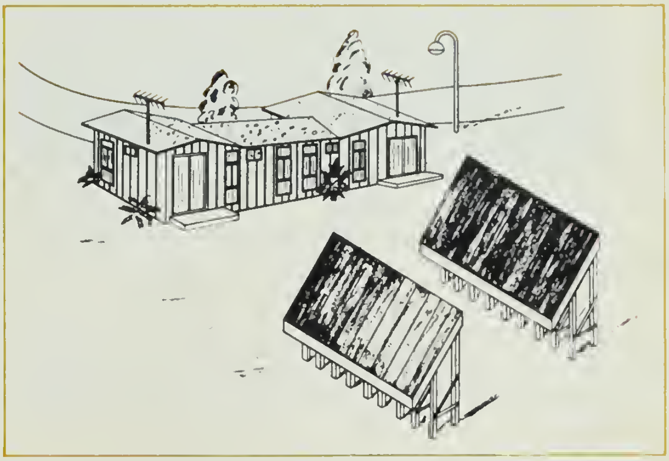
At Hawthorne, a shallow, plastic-covered box which measures 15 by 45 feet traps the sun's heat-bearing rays which are absorbed in the box's black surfaced interior. Water circulating through the box picks up the heat and carries it to a 2100-gallon underground storage tank.

Once stored as hot water, the heat can be saved for use at night or for a cloudy day. This should furnish enough heat to warm a house for a three-to five-day period without additional input.

Thorough measurements are being made of the experimental units over a period of several months to provide performance information. Comparisons will be made between the solar-heated homes and four which are heated by propane. If the solar units prove to be cost-effective, NAD Hawthorne will consider seeking funds to install other solar devices throughout the depot.

How solar energy is harnessed and is put to a practical use.





Left: Official opening of a new solar heating system to heat two family units at Naval Ammunition Depot, Hawthorne, Nev.

NRL, Using New Camera System, Studies Mid-Atlantic Ridge's Median Rift Valley

By using its Light Behind Camera (LIBEC) system, the Naval Research Laboratory recently obtained more than 5000 photographs of the sea floor inside the Median Rift Valley of the Mid-Atlantic Ridge.

The LIBEC concept permits photographs of the ocean bottom to be taken at greater ranges than heretofore possible. Consistent exposure of photographs is achieved by separating the camera from the zone of intense backscatter near the light source. Most of the light energy, therefore, is directed toward the target area's outer edges. LIBEC is deployed from NRL's research vessel USNS *Mizar* through the ship's center well and towed by means of a cable-telemetry system.

While the Mid-Atlantic Ridge, of which the Rift Valley is a part, is the most extensive surface feature on earth, relatively little is known about it. Scientists believe it is a great suture where the North American and European continents were joined 200 million years ago.

NRL investigators say it is now generally accepted that in the center of this suture (in the Median Rift Valley) new crustal material periodically wells up as molten rock to congeal along the edges of massive plates. The plates spread outward from the ridge transporting sea floor and adjacent continents at a currently measured rate of 1.3 centimeters per year.

The NRL photographs corroborate previous information that the Rift Valley is floored with pillow lava and reveal a wealth of additional detail. Many steep scarps and fissures were seen and some were correlated for up to two miles. A considerable amount of animal life was also seen in the pictures.

The photographs were taken in cooperation with the Woods Hole Oceanographic Institution and under the auspices of the National Science Foundation. The mission was part of the French-American mid-Ocean Undersea Study — the first comprehensive study of the Mid-Atlantic Ridge attempted.

Dahlgren Successfully Fires Projectile Guided by Reflected Laser Beam Energy

An eight-inch gun projectile which uses the reflected energy of a laser beam to find its target was recently tested, successfully, by the Naval Weapons Laboratory, Dahlgren, Va.

The projectile initially is aimed and fired in the same manner as a conventional gun round. It is, however, stabilized in flight by tail fins and controlled during the final phase by four small wings which fly it toward its target.

The wings are controlled by a "seeker" device which detects a laser beam trained on the target. The laser can be mounted on a ship, aircraft, artillery piece or even held by a forward artillery observer. The "seeker" unit picks up laser energy reflected from the target and steers the projectile toward it.

The projectile is being developed by the Navy as a joint-service missile for use with the eight-inch howitzer and the new MK-71 lightweight, major caliber naval gun. The system also is being developed for use with five-inch shells as well as the eight-incher used in the test.

Use of laser-guided projectiles can increase the accuracy of gunfire, consequently reducing the number of rounds needed to destroy a target.

Ordnance Laboratory Sponsors Program To Develop a Non-brittle Beryllium

A program to develop a non-brittle beryllium (one of the metallic elements) is being sponsored by the Naval Ordnance Laboratory REVMAT Program (Reentry Vehicle Materials Technology).

Beryllium has a great deal to offer as a space-age metal for advanced aerospace vehicles. It is lighter than aluminum and more rigid than steel, but it's brittle. Its atoms can't slip in enough directions to permit the individual metallic grains to deform without cracking. When a small crack occurs, it can grow rapidly and cause an entire component to fail.

Researchers believe, however, that controlling impurities and processing may correct this shortcoming. By preventing oxide particles from growing when beryllium is exposed to oxygen, investigations indicate the metal's ductility improves. If progress continues, beryllium may equal or surpass many other structural metals and alloys now used in aerospace construction. Other metals may also benefit from the research which now concentrates on beryllium.

Word Arrangement, Careful Syntax, Are Clues in Talking to Computers

Computers have come a long way but precise language still is required when talking to one. No essential part of the sentence structure may be eliminated and that detracts from the machine's speed value.

People usually get their ideas across to others even though they speak in incomplete sentences, which are ambiguously phrased. San Diego's Naval Electronics Laboratory Center technicians now want computers to know the parts of speech and the principal parts of a sentence. With such knowledge stored in a computer memory bank, an incomplete or improperly phrased question will not stop the information flow.

In addition to teaching computers to recognize cer-

tain implied words, NELC is also trying to "teach" computers to give multiple answers to questions such as, "What is the crew complement of USS *Constellation*? USS *Kitty Hawk*? USS *Enterprise*?" The computer now requires a separate question for each ship.

The Naval Electronics Laboratory Center foresees a time when small, handheld terminals will be easily tied in to a master computer system for information. When that day comes, every household will have access to computer knowledge. NELC expects to be ready for such widespread computer use by having a prototype computer within four years which can respond to less than perfectly phrased questions.

New NELC Telephone System, Using Glass Fibers, Carries Voice by Light Signals

A one-of-a-kind telephone system, carrying one's voice by light signals pulsating through glass fibers has been developed at Naval Electronics Laboratory Center at San Diego.

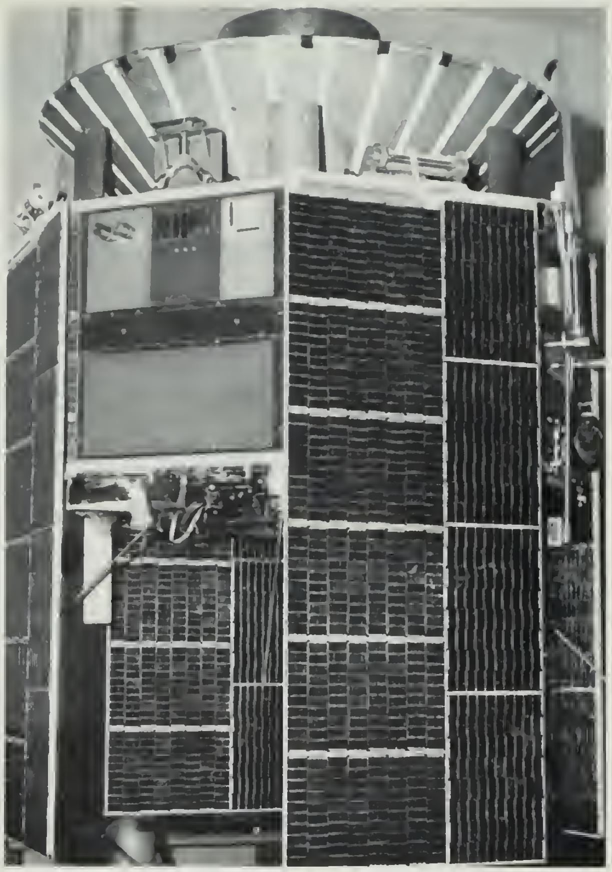
Designed specifically for shipboard communication, this telephone system uses the capability of a new technology called fiber optics. The new system has been installed aboard USS *Little Rock* (CLG 4), Sixth Fleet flagship.

The system is secure because fiber optics cables will not emit or pick up electromagnetic radiation. This assures communication security and immunity from interference and cross-talk to a degree not possible with electrical cables used in ordinary telephones.

NELC's fiber optic telephone system is completely independent of any other communication system aboard ship. The ringing is readily distinguishable from other shipboard sounds by a pulsating, high-pitched, audible tone assuring immediate attention to the call.

Crystal Oscillators and Rubidium Atomic Clocks in Satellite Used for Global Navigation

The Naval Research Laboratory's experimental navigational technology satellite (NTS 1) is scheduled to be fired this year into a 7500-mile orbit from Vandenberg AFB aboard an Air Force Atlas F Missile. The mission of the 650-pounder is to measure the accuracy achieved by crystal oscillators and rubidium atomic clocks. These are used for an advanced system to provide precise time transfer, navigation and geodesy.



Facing page: Mrs. Dana Small of the Naval Electronics Lab in San Diego hopes to develop a way to get computers to understand imperfect English. Above: NRL's new TIMATION 3 satellite designed, when in orbit, to provide an advanced system for navigation on earth.

Heretofore, space radiation affected the crystal of satellites. The greater height of the NTS 1 will place it in orbit where most radiation is produced by electrons rather than by protons and will also put it into line sight for ground stations. By using improved shielding, NRL also hopes to improve the accuracy of its satellite.

The TIMATION Program, of which NTS 1 is a part, has, since 1964, attempted to increase precision and reliability of position fixing by pioneering development of a global navigation satellite technique named for TIMe and navigATION. Such a system would enable ships and aircraft to obtain highly accurate fixes of their position in any weather.

The TIMATION experimental system proposes employment of several satellites. A pilot or navigator would be able to make direct simultaneous measurements of ultrahigh frequency signals emitted by precision oscillators in two or more of these satellites.

In a global, triservice operational system based on the TIMATION concept, signals would be received automatically from the satellites and converted by a small computer to highly precise position elements. This allows a navigator to read his position and altitude very accurately at all times.

Plans for the system call for three phases of testing. The first would use four satellites, including an NRL satellite, NTS 2; the second phase would employ nine satellites and the final phase for the test system would raise the total to 24 satellites.

navy navy navy navy news

o NEW LAW REVAMPS VRB PAYMENTS

The Bonus Revision Act, recently signed by the President, will introduce a number of major and immediate changes in the awarding of reenlistment bonuses to members of the U.S. Navy. The major policy changes are listed below:

o Two-year extensions (for six-year obligor, etc.) will not establish eligibility for the Service Reenlistment Bonus (SRB). A minimum three year period will be required.

o Two or more extensions may not be combined to establish SRB eligibility. Eligibility based on an extension may not be continued by further extension(s).

o The Bonus Revision Act provides for two distinct zones of eligibility. Zone A includes reenlistments from 21 months through six years of active service. Zone B includes those with over six but less than 10 years of service. Obligated service beyond 12 years may not be credited in SRB computation.

Persons who have reenlisted or extended before SRB implementation will continue to receive earned VRB anniversary payments. More details about this new law will appear in next month's issue of ALL HANDS.

o NET-PAY-TO-BANK PROCEDURES OUTLINED

Navy members may have their net pay and allowances forwarded, within certain guidelines, to the bank of their choice. Basically, the rules which permit net pay credit to the member's individual account are as follows:

The amount to be remitted must be the full amount that would otherwise have been paid to the member.

Advice to the individual member, by deposit ticket or other means, is a matter between the member and the bank.

Application for remittance of one's check to a bank may be made through the disbursing officer on DD Form 1560. Discontinuance of payments may be made in writing at anytime by the member. Remittance authorizations are automatically canceled when a member goes on permanent change of station (PCS) or is separated. However, he or she may request a DD 1560 transfer form at the next duty station. Automatic cancellation also occurs when a member goes on temporary additional duty (TAD) and takes his pay record. On return to his permanent duty station, the member may verbally reinstate the arrangement of the DD 1560.

A notice to the bank of remittance cancellation, if required, is a matter of individual responsibility.

Net pay to bank members will be easier when the full pay Navy Joint Uniform Military Pay Systems (JUMPS) is instituted. Under full JUMPS, Navy members in PCS or TAD status will have optional rather than automatic discontinuance privileges.

o CONVENING DATES AND SCHOOLS CHANGED FOR SOME ADCOP SELECTEES

Some of the remaining 1300 Associate Degree Completion Program 1974 selectees who were not assigned to school last fall have had the convening dates for classes and school assignments changed because of funding reductions. These selectees should check BuPers Note 1500 of 24 Apr 1974 for confirmation of their school assignments for the 1974-75 school year. School assignments have been made to achieve the best match between individual desires and the cost of the required move to college. Most selectees will receive one of their elected schools. A new list of FY 1975 ADCOP selectees is expected some time in June.

o NEW LAW EDUCATION PROGRAM FOR OFFICERS BEGINS

The Chief of Naval Operations has announced the start of a new law education program for Navy officers which will provide full PCS travel and military pay and allowances for up to 36 months of law school study. The program will replace the "excess leave" law study program.

Eligible officers must be O-3 or below and must have served on active duty at least two years but not more than six. Before applying for the program, applicants must take the Law School Admission Test or show successful completion of at least one semester of law school. Details for applying to the program can be found in OpNavNote 1520 (CNO MSG 060205Z/56 Apr 74).

o DESTROYER SQUADRON NINE SET FOR MOVE TO GUAM

A guided missile frigate and five other ships which will comprise Destroyer Squadron Nine will be transferred to Guam under the Navy's overseas homeporting program. The ships involved are USS Lockwood (DE 1064), Stein (DE 1065), Henry B. Wilson (DDG 7), and Kirk (DE 1087), all homeported in San Diego, and Preble (DLG 15) and Joseph Strauss (DDG 16), homeported in Pearl Harbor. The move will affect some 1815 military personnel, 1560 dependents and about 700 families. The ships will be phased in from March 1975 to August 1976.

o NEW SYSTEMS ENGINEERING COURSE AT PG SCHOOL

The Naval Post Graduate School at Monterey, Calif., will offer a new program of advanced studies to train systems engineers beginning in September. The new curriculum, called Weapons Systems Technology, will lead to a master of science degree in applied science and will qualify graduating naval officers for the subspecialty code 813 OP, Ordnance Engineering (General).

Curriculum includes mathematics, physics, chemistry, computer science, administrative sciences, flight dynamics, radar and lasers. The two-year program will be complemented by guest lecturers from fleet and Navy field activities, case studies and group projects. Information of these and other courses can be obtained by requesting a catalogue from the Naval Post Graduate School, Monterey, Calif. 93940.

o 19TH ALL NAVY CARTOON CONTEST READY FOR ENTRIES

The 19th annual All-Navy Cartoon Contest is now ready for your latest inspiration.

All entries to the contest must portray a Navy theme, must be drawn on white illustration board (8 in x 10-1/2 in) with black ink, and must include the name, grade/rate, social security number, duty station, mailing address with zip code or FPO, name of hometown and hometown newspaper, title or caption, and a signed release statement from the illustrator. Dependents entering the contest should include their age and name of sponsor and sponsoring command. Top cartoons will appear in ALL HANDS Magazine.

Entries should be sent to the Chief of Naval Personnel (Pers-7211) by 1 Oct 1974. Check BuPersNote 1700 for further details.

o ARMED FORCES CHESS TOURNAMENT SET FOR 6-13 SEPT

The 15th annual Armed Forces Chess Championship Tournament will be held in Washington, D.C. on 6-13 Sep 1974. Competitors will be selected from, among others, winners of area chess tournaments; commands are urged to sponsor such tournaments under the direction of a person certified by the United States Chess Federation. Individuals should apply and nominations should be made to the Chief of Naval Personnel (Pers-7211) for places in the competition. More details can be found in BuPersNote 1700.

o ENERGY PROGRAM OFFICE ESTABLISHED BY NAVY

The Navy has opened another front in the fight to conserve energy by establishing in the Civil Engineering Laboratory (CEL) in Port Hueneme, Calif., an Energy Program Office. The office is assigned to plan and manage research and development of improved methods leading to reduction of energy consumption without impairing operational effectiveness. The office will analyze power sources, conservation of fuel and operation and maintenance procedures at naval facilities.

o MORE WOMEN TO ENTER FLIGHT TRAINING

The Chief of Naval Operations has expanded the evaluation program of women as naval aviators by approving the enrollment of a second group of eight women in flight training. Selection of the women applicants will be made in August 1974, for enrollment in the fall. BuPers says that all women officers and officer candidates who want to be considered should submit applications to the Chief of Naval Personnel (Pers-433E) before 31 Jul 1974.

Enlisted applicants may apply to Commander, Navy Recruiting Command (Code 311), also before 31 July. Details of the program and application procedures are contained in Article 6610360 of BuPers Manual and in BuPers Instruction 1120.35F.

All applicants must have earned a baccalaureate degree from an accredited college or university.

o AEGIS SYSTEM INSTALLED ON USS NORTON SOUND FOR TESTS

The Navy's advanced shipboard air defense system, Aegis Weapon System, MK 7, has been installed in USS Norton Sound (AVM 1) for at-sea testing this year. Naval Ordnance Systems Command reports that Aegis successfully completed its overall system testing milestone last November at the Aegis land-based test site at Moorestown, N. J. The Aegis is a totally integrated, fast-reaction, high fire-power, electronic-countermeasure-immune, shipboard anti-air missile syetem.

o USNS HAYES RECEIVES AWARD FOR RESCUE OF 36 IN NORTH ATLANTIC

USNS Hayes, an oceanographic research ship operated by the Navy's Military Sealift Command, has won the annual Special Sea Rescue Award presented jointly by the American Institute of Merchant Shipping and the Marine Section of the National Safety Council. The award is for the rescue of 36 persons from the North Atlantic last October after they had abandoned the burning Greek freighter Eurygenes.

This marks the second consecutive year that Military Sealift Command vessels have earned the award. USNS Huntsville was honored in 1972 for the rescue of the flame-engulfed Fiona C after she had run aground on a reef off Puerto Rico.

o NEWEST OILER TO BE NAMED USS ROANOKE

The Navy's newest replenishment oiler will be named USS Roanoke (AOR 7) in honor of the city of Roanoke, Va., and the river which runs 410 miles through Virginia and North Carolina. This ship is the last AOR in the current program of seven ships. She is a member of the Wichita class and will be fitted with a helicopter platform and two UH-46 helicopters. This is the fourth ship to bear the name Roanoke.

BOINK!
DO YOU HAVE ANY FRIENDS OR RELATIVES INTERESTED IN THE NAVY? YOU CAN HELP THEM GET ALL THE INFORMATION THEY'LL NEED BY GIVING THEM THIS NUMBER TO CALL. IT'S TOLL FREE FROM ANYWHERE IN THE CONTINENTAL U.S.
800-841-8000

From Washington, D.C. to the West Coast

BUPERS DETAILERS MEET THE FLEET

Over 600 of the Navy's finest young petty officers will soon be transferring to the duty station or school of their choice as a reenlistment incentive. Assignment guarantees were extended in March, when 59 detailers and seven rating assignment officers from the Bureau of Naval Personnel traveled to the West Coast and Hawaii on a detailers' trip.

The two-week whirlwind visit to ships, squadron and shore activities gave thousands of Navy men and women a chance to talk personally with the detailer for their rating. Captain Dan E. Fenn, Director of the Bureau's Enlisted Assignments Division, said he looked upon the trip as unique and very beneficial — both to the Navy and the individual.

"This trip is a little different from those we've made in the past," he said. "We've brought along the fleet commanders' requisitions in addition to enlisted assignment documents that we normally carry on detailer trips.

These documents, weighing in at more than a half-ton, provided essential background information on each person and a list of available billets, as well. The prime objective of the trip was to improve detailer/constituent relationship through face-to-face contact, and to try to solve any problems encountered. Additionally, detailers were able to discuss reassignment with personnel who were within four to six months of their PRD and to guarantee duty assignments for those eligible and recommended by COs for such a guarantee.

"Some people have an aversion to writing a formal letter to their detailer," said CAPT Fenn, "and often it is very difficult to reach the detailers by telephone.

"The BuPers detailers also gained an appreciation for some of the things that are disturbing people in the fleet.

"Not that the local career counselors aren't doing a good job;" he continued, "by and large I think they are. It's just that when you can get information straight

Above: Aviation detailers AT1 Robert B. Lutes (left) and AE1 Harold J. Woodburn bring their duties directly to the Fleet by visiting USS Constellation (CVA 64) in San Diego.

from the detailer, you can eliminate a lot of confusion."

On visits such as the West Coast trip, detailers do not bypass the chain of command. Before talking guaranteed assignment with a man, they must have a command recommendation ascertaining eligibility for reenlistment. The detailers are then in a position to extend an assignment offer from one of the requisitions published monthly by the manning control authorities, EPDOPAC, EPDOLANT and CHNAVPERS.

"There must be an authorized billet to order a man into. Sometimes we don't have the exact billet or areas the individual desires. In those cases we will usually make a counter offer from the billets we do have," CAPT Fenn said.

The billets are listed by the manning control authorities in priority order. Detailers must normally fill the billets according to this priority, but they do have some latitude.

"If a man wants to reenlist for a billet that is number 10 on the list, the detailer can go ahead and assign him," the captain pointed out.

CAPT Fenn stated there were no firm goals set for this trip. However, on trips in the past, as many as 20,000 people have been contacted individually.

"My radioman detailer stayed up through the night on three different occasions on this trip, to talk to watchstanders," he said. "Other detailers conducted evening sessions, talking with the men and their wives.

For the daily scheduled meetings, detailers made use of available working space in squadron ships or

from the desk of the Master Chief Petty Officer of the Navy

Face-to-Face Detailing: A New Approach in Communications

MCPON JOHN D. WHITTET

It is often difficult for Fleet sailors to contact their detailers. Telephone circuits in BuPers are nearly always busy and written correspondence often time-consuming.

In recent years, communications between BuPers and the Fleet have improved with better telephone service and new formats like the duty preference form currently in use. But I realize that it can still be difficult to reach your detailer.

Ideally, I suppose the best arrangement would be for Navymen and Navywomen to have the opportunity to visit with their detailers in person. Of course, it would be impossible for everyone in the Fleet to visit the Bureau of Naval Personnel, but recently a team of detailers did the next best thing . . .they visited the Fleet for the purpose of establishing direct, face-to-face communications with Fleet personnel.

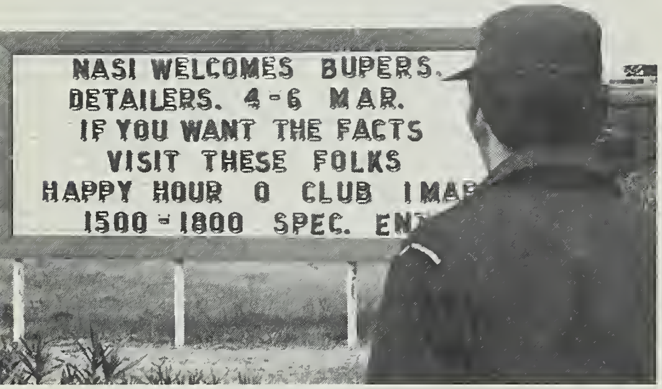
During the period 3 to 17 March, a team of eight officers and 59 enlisted detailers visited the following areas: San Diego, Long Beach, Lemoore and San Francisco, Calif., Hawaii and Whidbey Island, Wash. The traveling detailers talked to Navy members from more than 650 units and individual commands. Approximately 56,000 people were contacted. The trip represented an enormous improvement in communications as literally thousands had the opportunity of discussing their duty preferences directly with individual detailers. Detailers were able to offer on-the-spot duty assignment guarantees as a reenlistment incentive for eligible personnel.

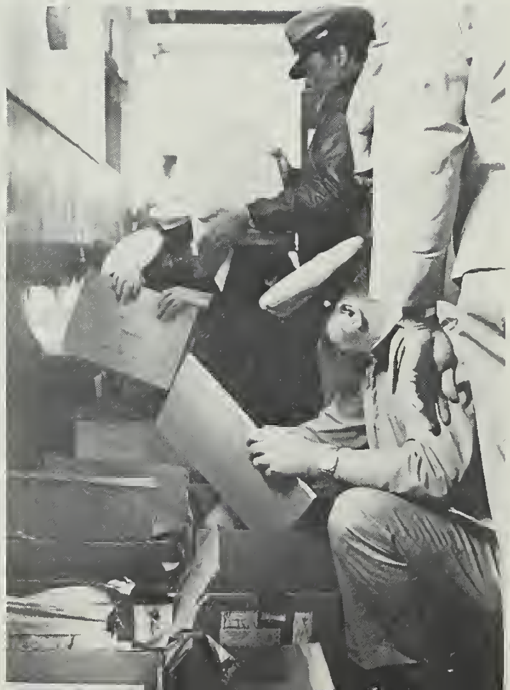
I accompanied the detailers on their trip. It was gratifying for me to watch so many sailors express their duty preferences one day and have their orders in hand the very next day.

As might have been expected, this face-to-face, "straight scoop" approach was appreciated by all hands and proved to be extremely effective as a retention tool. It is significant that over 620 first-term reenlistment commitments were obtained and orders issued. And over 300 tentative reenlistment commitments were made, some of which have subsequently been firmed up since the group's return to Washington.

Although detailers have visited the Fleet on previous occasions, the success of this most recent trip is unprecedented, and I am pleased to learn that similar trips for other parts of the Fleet, perhaps even overseas are being considered for the future. Serious thought is being given to scheduling detailer trips on a semiannual basis.

We have come a long way in improving communications between the Fleet and BuPers since I received my first set of orders. The recent detailer trip is but one of the steps that have been implemented by the Chief of Naval Personnel toward this goal. I openly solicit your suggestions as to ways in which continued improvements in communications can be made.





on board ships. At NAS Miramar, Aviation Electrician's Mate 1st Class Harold J. Woodburn met with his fellow AEs.

"As detailers, the primary link we have with a man is the duty preference card," Woodburn told a group. "When your preferences change, you should send in a new form to let us know."

The AE detailer explained that other times a man should submit a new form are when he reports to a new duty station and *definitely* 10 months or so before his projected rotation date.

Woodburn added, "Often a man will ask why he didn't get the duty choice he put on his form. When I am able to explain to him the reason and show him the rationale behind his orders, he is usually satisfied I did the best I could for him." He said all the men in the Fleet want to know is "what's happening." It's the uncertainty that gets to them. Part of the uncertainties were overcome by meeting with the men personally. A lot of the questions were very basic and could be answered by a good, sharp petty officer in the shop.

"If your shop PO does not have the answer, then try personnel, or your career counselor. Another good source is LINK," Woodburn told the group.

He explained that most of the articles in LINK are written by the detailers. They write on subjects which they are currently getting the most questions about. LINK, published quarterly by the Chief of Naval Personnel for all hands to read, contains the names and telephone numbers of all the detailers. It also expands upon current programs and assignment opportunities.

The traveling detailers met with men and women of all ratings. They said problem areas were similar for surface, subsurface and aviation alike.

In a morning session aboard USS *Long Beach*, at the

Long Beach Naval Shipyard NCCS Robert L.Cole offered advice to men of the FT rating. Cole, although now a Navy Counselor, was an FT before converting. He understands fire control systems and the people who operate the systems. He also understands the Navy's manpower needs.

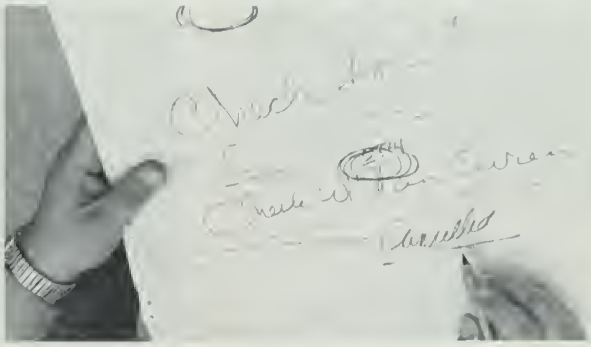
Taking a billet just to get shore duty someplace is not always the best move for a man's career, "especially," he said, "a general shore duty billet which means working out of your rating. In such a case you have to study those course books constantly. It's tough to keep on top of your rating when you're not dealing with systems on a continuing basis."

While talking with an individual in *Long Beach's* briefing room, Cole turned to the five other FTs who were there. "Some people with more time in the Navy may feel slighted by programs which give first-termers choice of duty for reenlisting." He paused then added, "I look at it like this — career men have to come from somewhere. If the first-termers don't reenlist, where will career men come from?" No one in the group disagreed with the senior chief's analysis.

After two days back in Washington, CAPT Fenn summed up the detailer trip: "When the trip started I didn't really have a feel for what to expect. I had no firm goals, but I'm extremely happy with the prospective gain of over 600 good career people for the Navy. All of these reenlistments cannot be fully attributed to the detailers however. Often the man's CO, XO, career counselor, division officer and leading petty officer had a man almost convinced to reenlist. Our arrival on the scene with an assignment guarantee was all it took for the man to come to a firm decision to reenlist."

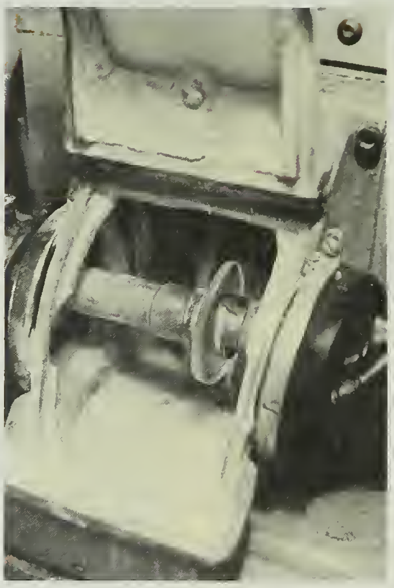
"The detailers," he added, "were not out to hold a 'fire sale' on reenlistments. Some people who wanted to take advantage of the program wanted transfer prior to their PRD, or else go to a location where no billet existed for them. These people could not be accommodated during the trip; however, the groundwork was laid for a later assignment. The detailers did not offer the men anything more than anyone, similarly eligible, can get by corresponding with his detailer."

— Story and photos
by PHC Charles L. Wright, USN



Facing page: CAPT Don E. Fenn and his detailer team arrive in San Diego (top). Despite a mistake in the "NASNI" abbreviation, the sign informs local San Diego Navy personnel of the detailers' arrival (middle). Shortly after arrival, the detailers sort through 1070 pounds of enlisted assignment documents (below). Above left: Detailer AE1 Harold J. Woodburn (center) confers with personnel of his rating in the electrical shop of VF-121. Top: Behind a maze of electrical cables aboard USS Long Beach (CGN 9), FTM1 Keith Harber listens to detailer NCCS Robert L. Cole, who makes notations on Harber's enlisted assignment document (above). Below: AE1 Woodburn also goes to the flight line of NAS Miramar to answer detailing questions personally.

A New Look at Navy's OPTICAL SERVICE —It's for Your Benefit



Far left: HM1 Keith Woebke marks off the optical center of a new pair of lenses. Left: A diamond-impregnated grindstone helps speed the shaping of the lens. Above: A water-fed grindstone is used to smooth and bevel the edges of the lens.

I knew I shouldn't have balanced my glasses on the toothbrush holder to begin with. There was time for a quick grab before they bounced off the sink. And time for another miss before they shattered against the tile of the bathroom floor.

Happily, we Navy types get a second pair of glasses each time we order them. Unhappily, this was the second pair. Now I can look forward to two weeks or more of myopic squinting.

The dispensary at the Norfolk Naval Air Station is easy to find. But, once inside, it's embarrassing to stand directly beneath a door sign to read it. It's also tough on the neck.

Finally, I'm directed to a small, detached building behind the dispensary. The Optical Shop, a tenant of the dispensary, is a branch of the Naval Ophthalmic Support and Training Activity.

"Have a seat," says Chief Hospital Corpsman Robert Norman, "I'll be right with you." It's then I notice the sign. It was obviously made for people who should be wearing glasses and aren't, because even I can read it. "GLASSES MADE WHILE YOU WAIT," proclaim big block letters.

"Maybe while someone else waits," I'm thinking, "I've got better things to do."

"Sorry to keep you waiting," Chief Norman apologizes as he hangs up the phone. A quick glance at my lens prescription and, "Relax for a couple of minutes and I'll have your glasses for you."

"You're kidding," is my reaction. "Nobody can make a pair of glasses in a couple of minutes."

Seeing is believing, so Chief Norman lets me watch the process of building my new glasses.

Walking over to a library of lenses, HM1 Kieth Woebke explains, "This is our supply stock of preground lenses. If you had needed bifocals we'd have had to order them, but for single vision correction we can make any pair on the spot." He selects a pair of lenses which match my prescription and inserts them in a microscope-type instrument. He says something about marking off the optical center of the lens, while I nod with what I hope is an intelligent expression.

From there he moves to a simple grinding stone built into a complicated machine. As the excess lens glass is being ground away, I begin to see the familiar shape of an eyeglass lens taking form. Meanwhile, Petty Officer Woebke is explaining how the diamond-impregnated grindstone allows lens glass to be ground

Left above: The unit maintains an on-hand supply of preground, single-vision lenses. Far left: A power-driven screwdriver speeds assembly of the frames. Left: Final check of the focus. Above: Within 10 to 15 minutes, HMC Robert Norman is checking the fit of the glasses.

so much faster now than in the past.

The adjacent grindstone features a controlled drip of water which keeps the stone moist. Here, HM1 Woebke smooths and bevels the edges of the lens.

"We temper the lens next," says HM2 Philip Delphin, gently balancing my lens in a three-pronged holding device. A flip of a switch and my lenses are mechancially swallowed by a small kiln. "This heats the lens to 1300 degrees and stops short of the melting point of the glass.

The timer nudges zero and my lenses reappear, to be greeted by twin jets of cold air. This quick cooling creates an outer tension which gives the lenses their strength," says HM2 Delphin.

The next device I recognize. It's the old steel ball trick that I never really believed on television. HM1 Woebke takes a ⅝th-inch steel ball and drops it from more than four feet smack on the lenses. Just like on TV, they don't break.

Chief Norman pops my lenses into a frame, checks their focus, then hands me my glasses.

It's been nine minutes since he said, "Relax, I'll have your glasses for you in a couple of minutes." Average time for a pair is 10 to 15 minutes.

Nine minutes ago I was the only customer in the place. Now it's busy. "The three of us put out an average of 70 to 80 pairs of glasses a day," says the chief. "We're here strictly on a walk-in basis. All you need is your prescription or an old pair of lenses we can read. We'll take care of anybody, either active duty or retired."

Remembering my own surprise of a few minutes ago, I watch for the reaction of others as they're taken care of.

The younger sailors seem to accept the concept of "glasses while you wait" as perfectly normal. Most of the reaction comes from the old salts, those who have been through the weeks of waiting in the past. The crusty chiefs and four-stripers are all surprised, some to the point of downright disbelief, and all elated at the concept.

These are more than satisfied customers. As one four-striper put it, "The service is great. It's something that really works."

— Story be JOC Tom Streeter
— Photos by PHC Bill Hamilton

AUCTION

"Now what are you gonna give for this? Do I have 25 dollars? 25? 25? Who will say 20? 20?

"Fifteen!"

"I have 15, 17.50, 15, 17.50. Got 17.50, who'll go 20?"

It's local auction time once again at the Port Hueneme Construction Battalion Center (CBC) in California. Auctions of surplus government equipment are held about every other month at CBC by the Defense Property Disposal Office (DPDO), a tenant activity at CBC.

In one recent auction, 150 bidders vied for 217 lots of merchandise, containing about 700 items of surplus government equipment. About 50 per cent were successful, with bids ranging from a low of $2.50 for a power lawnmower to a high of $325 for a slightly damaged pickup truck.

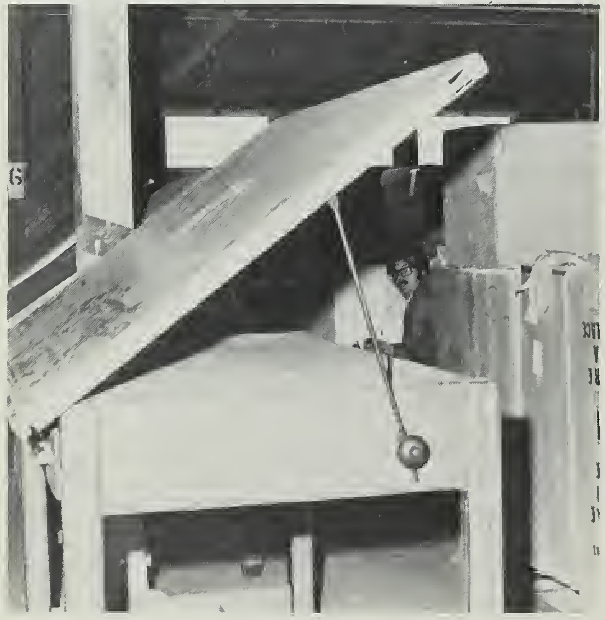
DPDO is part of the Defense Property Disposal Service in Battle Creek, Mich. This agency makes every effort to see that equipment is reused rather than sold, but when reuse isn't feasible, auctions are occasionally held so the government and American people can realize a full return from the equipment.

Other bargains picked up by the buyers from as far away as Idaho and Utah included an air-conditioner for $10; a steam generator — $20; hydraulic jacks — $130; microwave power meter — $15; and 21 wood beds which went for a total of $120.

The $10,500 realized from the auction will be returned to the Treasury through the Defense Supply Agency as has other money taken in sales at CBC. These sales are saving taxpayers many of their dollars.

Local auctions such as this one show how DPDO at the Seabee Center disposes of unneeded equipment of government activities in the Port Hueneme area. This includes Army, Air Force, Marine Corps and Navy activities within a 100-mile radius of CBC and ships in port.

James W. Eggenberger, resident DPDO, says, "Our first concern when we receive equipment for disposal is whether or not it can be used by another DOD activity or a government agency such as HEW. In this light, DSA publishes a catalog of items turned in to us. The catalog is widely distributed. If users are found in the government family, they can have the



items at no charge except for moving and handling fees."

During fiscal year 1973, DPDO redistributed several thousand pieces of unneeded or excess material to other Department of Defense activities. This has been calculated as a $9.5-million savings to the taxpayers.

If DPDO fails in its effort to find a government user, the item is put up for sale either through a local or national auction or through a sealed bid.

Through sales in FY 1973, Port Hueneme returned more than $900,000 to the Treasury. Even higher proceeds are expected in 1974 with more than $350,000 already turned in.

Items sold by DPDO have ranged from bones and suet from the CBC commissary store to a radio-space antenna from Point Mugu. The condition of sale merchandise ranges from excellent through serviceable after repairs. Stock on hand in three warehouses and a 12-acre outside storage area has a value of $16 million. Forthcoming sales will feature earthmovers, dump trucks, furniture, portable DC generators, office machines, two railroad boxcars with compressors mounted inside, and an assortment of electronic equipment.

When an auction is scheduled at CBC Port Hueneme, DPDO sends flyers to all post offices in the regional area. Prospective buyers will be mailed a prospectus covering a given sale on request. Sales are open to everyone except DPDS employes and their relatives. Purchasers are responsible for the equipment they buy and must pay for and take possession of it normally within five working days of the auction. Although cash is preferred, successful bidders can pay for their purchases by certified or personal check or by money order.

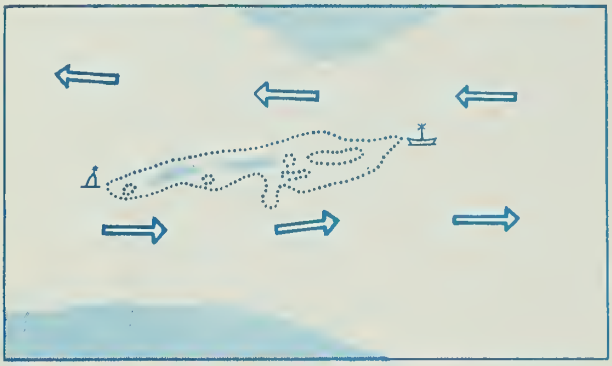
Besides the values and bargains which can be obtained, auctions like these are a lot of fun to boot. And, as a used furniture dealer from Ventura says, "Sometimes I don't buy anything, but I wouldn't miss a sale. Guess the sound of the auctioneer's voice gets in your blood."

"Now who'll give me 20 dollars, 20, 20 once, twice, sold for a 20-dollar bill."

— Story and photos by Ernest R. Sutton

TRAFFIC

Mariners who navigate the uncrowded open sea eventually must pass through congested areas of the ocean. To assist mariners in avoiding collision, routing and traffic separation schemes have been developed by an international group — the Inter-Governmental Maritime Consultative Organization. Most people refer to this organization as IMCO. The United States representative at IMCO is the Coast Guard. The organization itself is a specialized agency of the United Nations responsible for efficiency and safety of navigation and the prevention of maritime pollution by ships.


Traffic separation using natural obstacles, geographically defined objects.

"Traffic Separation" schemes are recommended by the "littoral states" — that is, by the coastal states. These recommendations are then considered by the IMCO Subcommittee on the Safety of Navigation and passed on to its Maritime Safety Committee for adoption by the IMCO assembly. There are now about 50 schemes worldwide which have been adopted by IMCO.

Traffic separation in crowded international waters is both old and new. For example, the practice of following predetermined routes originated back in 1898 when it became obvious to the companies operating passenger ships across the North Atlantic that they should take some safety measures. The regulations which were then adopted were later incorporated in international conventions covering the safety of life at sea.

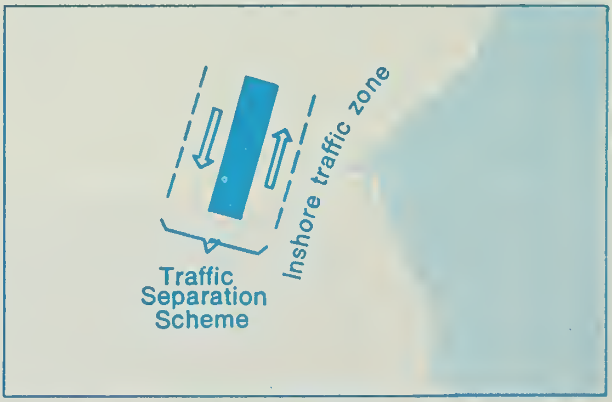
It was, however, not until 1961 (after the Safety of Life at Sea Convention of 1960) that an international study group undertook the task of separating maritime traffic in the Strait of Dover. The study was subsequently expanded to include other areas where statistics indicated a high risk of collision. The results were concrete proposals for the adoption of traffic separation in several congested areas and the development of certain basic principles as well. These were adopted by IMCO. The organization further developed these principles and the basic concept of separating opposing traffic to apply to many other areas throughout the world.

IMCO also provided the leadership needed to ensure that contracting governments fulfilled the obligation arising from the 1960 Safety Convention and that their ships followed, as far as possible, approved routes separating opposing streams of traffic.

There are a number of ways by which waterborne traffic can be separated; Here are a few:

- Separation zones or lines can be established. Ships navigating in opposite (or nearly opposite) directions keep in lanes to the right-hand side of the zone or line.

In such cases, both inner and outer limits for the traffic lanes are established. These depend on local conditions such as traffic density, prevailing hydrographic and meteorological conditions, space available for maneuvering and other factors. Whenever possible, the outer limits provide sufficient space for navigation by ships not in the traffic lanes.



Example of separation of traffic by establishing inshore traffic zones.

- A similar traffic pattern can be established by employing natural obstacles rather than buoys to separate traffic. Such obstacles could be islands, shoals, rocks or wrecks — anything which would restrict a ship's free movement and provide a natural division for opposing streams of traffic.
- Not all ships, of course, can or want to follow traffic schemes even in relatively congested areas. For such vessels, inshore traffic zones have been established. These have an adequately defined border on the traffic lanes which carry through traffic. Vessels which, for their own reasons, need latitude in their

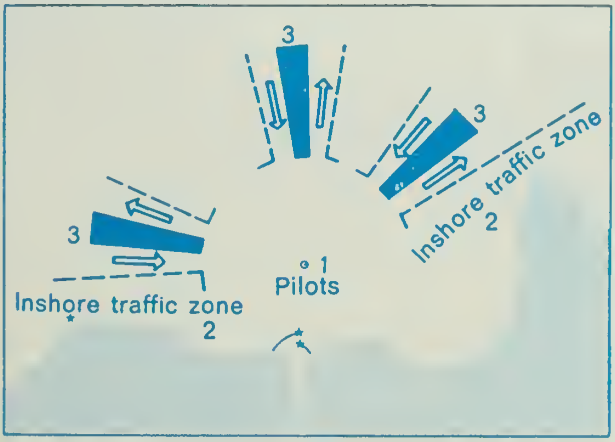
SCHEMES

navigation, or which must stick close to the coastline, can use the inshore zone and, with vigilance, avoid ships coming from the opposite direction. Vessels not using traffic separation schemes are admonished to avoid them by as wide a margin as possible.

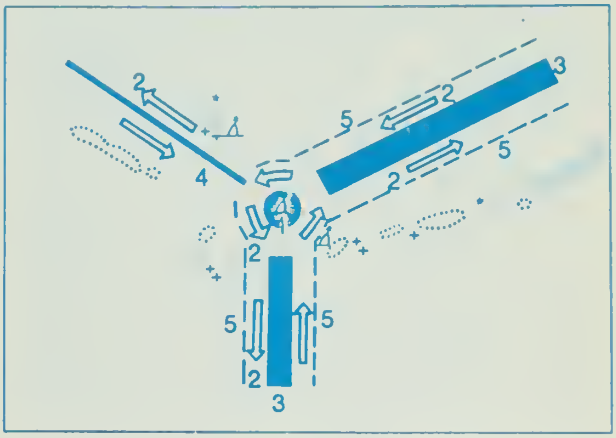
- When ships converge on a point or a small area from various directions, sectors are usually established to avoid collisions. Such focal points include port approaches, sea pilot stations, positions where landfall buoys or light vessels are fixed, entrances to channels, canals, estuaries and other such features. The number of shipping lanes within these areas, their dimensions and directions depend mainly on the type of the local traffic.
- Another scheme for keeping maritime traffic untangled involves traffic circles intended to facilitate navigation at focal points where recommended routes meet. At such points, traffic is organized to correspond with rotation schemes which a motorist would recognize as a traffic precautionary area.

To facilitate navigation in such places and to comply with steering instructions in the Rules of the Road, ships are advised to move in a counterclockwise direction around a specified point or zone until they reach turning points where they join the appropriate lane. It might be noted here that the concept of steering a circular course is unacceptable in the United States because it is considered to be impractical. In some cases, circular steering would be a violation of statutory Rules of the Road.

When precautionary areas are circular, the radius of the traffic circle depends on local conditions. The circles are generally established around buoys, light vessels or geographically defined objects.



Separation of traffic by use of sectors at approaches to focal point. (1-focal point; 2-inshore zones; 3-separation schemes for main traffic.)



Separation of traffic by introduction of traffic circle or roundabout intended to facilitate navigation at focal point.

Naturally, traffic separation schemes would be for nought if ships using them didn't conform to the "International Regulations for Preventing Collisions at Sea," commonly called the "International Rules of the Road." These apply to all ships which navigate in any routing system but there are a few which apply to traffic separation in crowded waters. For example, International Rule 10, which was adopted in 1972, applies to vessels navigating in or near traffic separation schemes adopted by IMCO.

Ships navigating along lanes should keep to the right-hand side of the separation line, separation zone, or focal point at a traffic circle. Ships which join or leave traffic lanes should, whenever practicable, do so at a point where the lanes end. Ships which must join or leave the lanes from the sides should do so at as small an angle as practicable. Ships navigating within traffic lanes should ensure, so far as is practical, that their courses conform with those of lanes and avoid crossing traffic lanes. Ships crossing traffic lanes should, so far as practicable, do so at right angles.

A separation zone should be used only by crossing ships and only then to avoid immediate danger. Outside limits of traffic separation schemes and limits of inshore traffic zones should be regarded as the boundaries at which crossing or joining ships should start to maneuver.

There is no doubt that there's a certain freedom at sea which landlubbers can't appreciate. Freedom from traffic regulations, however, is not always a part of that freedom.

— Robert Neil

Profiles of the Fleet

Ferry Boat Skipper

Who in the Navy transports approximately 1000 vehicles a day over water between two points?

Boatswain's Mate 1st Class Darwin Earl Hartman operates *Moku-Holohele* (YFB 87), the Navy's only regulation yard ferryboat. Hartman, who makes the trips between Pearl Harbor and Ford Island — home of the Navy's Third Fleet — is attached to the Naval Station Water Transportation Command in Pearl Harbor, Hawaii.

Hartman rotates on eight-hour shifts with four other crews. Each crew is made up of a craftmaster, an engineman, an electrician's mate and a seaman. Their schedule is three days on watch and two off.

"It's like being the CO of a ship," Hartman says. "You become totally responsible for everyone who crosses the ferry ramp." He became the command's instructor for the ferryboat system after his arrival in January 1970. As new personnel report aboard for duty, they are given underway training by him.

The indoctrination includes showing the individual the craft, instructing him in proper operation of all equipment aboard and how to safely load and unload the ferry. Instruction in the Inland Rules of the Road and what authority they have for various situations is especially important. One of Hartman's responsibilities is to observe all the loadings and unloadings.

As the only boatswain's mate 1st class craftmaster assigned to the twin-engine, 450-ton ferry, his job is a critical one — not only to his passengers, but to other ships entering and leaving Pearl Harbor. His orders come from the commanding officer of the naval station.

The Harbor Control Radio has to be monitored constantly," he says. "If there are any large ships arriving, you need to know about it before you both meet in the middle of the channel."

As a career Navyman, Hartman, with almost 18 years' service, has indicated the possibility of staying for 30.

Reminiscing over his past experiences on the ferry, Hartman recalls one humurous event that he witnessed when a driver drove a car off the ramp while the ferry wasn't in the slip.

"The car came speeding down to the pier — it was a special services station wagon — and drove right off the other end," he said. "Luckily the man wasn't hurt," he said, "but we had to have a crane pull the car out."

The ferryboat skipper has made a great many dockings since his tour started here four years ago. With the 10-minute ride between islands, an approximate two-mile distance, he figures close to 13,000 dockings of the ferry.

"When I finally retire, I'd like to buy a mobile home and travel," he says. "I may even take a ride on a ferryboat."

— Story and photos by PH1 William B. Fair

There's no such word as "only" in this Navy

Landing Craft To the Rescue

There's no such thing as an "only" in the U.S. Navy. Before the above piece could go to press, ALL HANDS received another report on a ferryboat operation. Here it is:

Two Charleston-based Mine Warfare Force landing craft arrived recently at Hilton Head Island off South Carolina's coast to provide emergency resupply and "ferryboat" transportation service to stranded resort islanders.

Hilton Head Island, about 90 miles south of Charleston, was cut off from the mainland recently when a heavily loaded barge struck the James F. Byrnes Bridge.

The two amphibious craft, a landing craft utility (LCU) and a landing craft mechanized (LCM), left the Mine Force piers in answer to a request for aid by the governor of South Carolina.

The LCU and the LCM carried vehicles, passengers and cargo between the isolated island and the mainland and also aided at the scene in whatever other

capacity they could be of use.

Both craft are assigned to Mine Squadron 10 which is a unit of the Mine Warfare Force at the Charleston Naval Station.

The LCU and the LCM are normally used by the Mine Force and MineRon 10 to lay and retrieve drill mines for minesweeping exercises and for other utility purposes.

The Mine Warfare Force answered the call for help at the direction of the Commander in Chief of the U.S. Atlantic Fleet.

LCU 1641 and the LCM are skippered by Senior Chief Boatswain's Mate Ralph A. Ruppert and Boatswain's Mate 2nd Class Ira G. Fisackerly, respectively.

— Story and photo by JOC John Gravat, USN

Profiles of the Fleet

He Knows What's Where and When

A young naval officer aboard the guided missile cruiser USS *Oklahoma City* (CLG 5) has a monumental job — minding the pulse of the U. S. Seventh Fleet. Lieutenant (jg) Dennis M. Ryan is constantly aware of the location and mission of 70 ships operating in 30 million square miles of the Western Pacific.

"It takes quite a bit of paperwork and it's more or less an elaborate filing system, keeping track of everyone," says Ryan. As assistant scheduling officer on the staff of the Fleet Commander, he occupies a key position in helping the command decide which ships will go where and for what purpose.

A recent month was a particularly busy one for LTJG Ryan, who participated in a week-long scheduling conference at Baguio, near Manila, in the Republic of the Philippines. Here the operating schedules for the upcoming months were laid out by the Fleet Commander and his task force commanders from all parts of the Western Pacific.

Despite long, daily conference sessions, LTJG Ryan found time to do some sightseeing and shopping with his wife, Nancy, who flew in from Japan. "Since we came to Japan in September 1971, Nancy's gotten around quite a bit," he says. "A year ago, she went on a wives' tour to Hong Kong, Bangkok, Singapore and Taiwan."

When the ship is at sea, Mrs. Ryan usually remains in Yokosuka with their two-year-old son, Casey.

USS *Oklahoma City* operates out of Yokosuka under the Navy's Overseas Family Residence Program, which reduces family separations by locating the families of crewmembers in overseas countries near a unit's operating area. The plan works out well for the Ryans.

"We enjoy living in Japan very much," says Ryan. As a matter of fact, Nancy is hoping that my next tour will be another overseas station."

A 1970 graduate of the Naval Academy, LTJG Ryan spends much of his off-duty time at sports. He is a member of *Oklahoma City's* basketball team and has played against other U. S. and foreign teams in almost every friendly country in the Western Pacific. An avid jogger, too, he logs about seven miles daily, weather permitting. "It's one of the inexpensive things to do wherever you go, and it helps me stay in shape and keep my waistline down," he says.

In his present assignment LTJG Ryan is keeping more than himself in trim. The job he is doing contributes significantly to the fighting trim and combat readiness of the world's most powerful fleet.

— By PH1 Tom Geren

Profiles of the Fleet

The Leading Chief is a Lady

Audrey Perkins is a pleasant, soft-spoken person. Her voice is quiet, her dark hair is pinned back neatly, and her clothing is immaculate. Around her, you get the impression of quiet efficiency combined with knowledge, experience and assurance.

Audrey is a chief yeoman who has performed her role during a period stretching from World War II through the Korean and Vietnam conflicts up to the present.

Her current assignment is as administrative supervisor of the military personnel office at the Naval Postgraduate School. She is responsible for a staff of nine military and civilian workers who handle all the personnel work for the school, including the records of Navy, Army, Air Force, Marine Corps, Coast Guard and foreign miltary students.

It's a heavy workload — its results determine the pay, assignments, benefits and historical records of those who are entrusted to her care.

She is "Chief Audrey" to her co-workers. "You couldn't ask for a better boss," said Ed Sablan, a petty officer 1st class, working on the staff. "She never asks people to tackle jobs she would not do herself. She is frequently working in the office until late in the evening, making sure that everything is kept up to date."

Far left: YNC Audrey Perkins confers with CDR Dale A. Meyer. Left: YNC Perkins conducts business by telephone as part of her duties as administrative supervisor of the Military Personnel Office at Monterey. Left, below: YNC Perkins discusses an incoming job. Below: Coffee break!

That's been her way of life since 1943. Audrey's graduation from Pierce Secretarial College in Boston, Mass., gave her an opening to a career in business, but during World War II, she wanted to do more than just stand by, she joined the then newly formed WAVES.

"I was qualified as a secretary, but I really wanted to be an aviation machinist's mate," she said. "After my basic training at Hunter College in New York City in 1943, they sent me to Aviation Machinist's Mate School at Memphis, Tenn. Well, I graduated in the top half of my class, and received a rating of petty officer 3rd class on graduation. But when I got to my first assignment at the Naval Auxiliary Air Station at Kingsville, Tex., I lasted exactly one-half day. It seems I was the first WAVE any of the men had ever seen. They were all shy. I went to work in the hangar, and suddenly, all the men felt they had to put their shirts on and clean up their language. It was pretty stifling for them."

She put her secretarial school experience to good use in the office of the commanding offcer.

Audrey was discharged in October of 1945 but stayed on as a member of the Naval Reserve. In 1951, during the Korean conflict, she was recalled to active duty.

Her first assignment was to work for President Truman's Airport Commission, as secretary for the naval advisor on the staff headed by Lt. Gen. James H. Doolittle. Over the years that followed, she received other equally challenging assignments, such as that of personal secretary to some of the senior military officials who helped shape America's postwar history. For several years, she served on the staffs of several commanders and deputy commanders in chief of the Pacific Fleet. (She earned the Joint Service Commendation Medal while serving as personal secretary to CincPac Admiral Harry D. Felt.)

In the meantime, she's seen a lot of the world. Her travels, sometimes on orders, sometimes on leave, have taken her to Hong Kong, Taiwan, Japan, Thailand, Okinawa, Guam, Bermuda, and all over the U. S. and parts of Canada.

Just before her assignment to the Naval Postgraduate School, she was awarded the Navy Achievement Medal for superior performance in the Office of the Chief of Naval Operations. In the not-too-distant future, after more than 30 years of active and Reserve service, she'll be heading for retirement.

"I have really been blessed by the people I've worked with," she said. "There's a new, young Navy coming up now, and it's a chance for the younger people to get some of the excitement and glory. Me? I've loved every minute of it."

— JOC Scott Hessick, USNR.

Profiles of the Fleet

Now He's Exec of NROTC at Prairie View

ALL HANDS Looks Back 10 Years

Then—LTJG Donald Burrell a decade ago.

Profiles of the Fleet

A Man of Many Words

Stand Up and Sound Off

Make 250 speaking appearances to 250 audiences during a three-year period? Sounds like a professional lecturer — right? Wrong! This record has been achieved by an active duty naval aviator.

Commander Benjamin B. Woodworth, USN, has simultaneously been assigned to operational flying billets since he began speaking for Sea Power in 1971. Since then, he has continued to speak frequently while with Fighter Squadron 126, Training Squadron 19 and Staff, Commander Training Air Wing One. He is scheduled to assume command of Training Squadron 19 this fall. His extracurricular presentations are timely, professional and thought-provoking.

He has been speaking as a member of the CNO/Commandants Sea Power Presentation Program, established to carry the word of and need for strength at sea both to personnel of the Navy and to the civilian populace of our country. CDR Woodworth has appeared before many and varied audiences, including school assemblies and classes, civic groups, men's and women's organizations, and Navy personnel of many different organizations.

Ben Woodworth is just one of nearly 1000 speakers nationwide who are associated with the program who discuss frequently various aspects of sea power and sea power as it relates to American strength in today's world. Ben's participation is out of the ordinary, for the large majority of the Sea Power speakers either are retired officers or USNR officers who earn drill credit

Just about a decade ago, ALL HANDS carried an article about a young Navymen who had joined the sea service "to see the world." It appeared in the February 1964 issue (page 35) which we happened to be perusing not long ago. Here's a follow-up item on his career.

In 1946 a young Iowan named Donald Burrell enlisted in the Navy. Travel and adventure were his major aims — and also an opportunity to get a "rest" from school and studies. It soon became apparent that the latter was not to be — because, following boot camp, he was immediately sent to eight months of electronics schools. He found he had a real aptitude, graduating near the top of his Navy classes in the last four courses. And from then on, he was on his way. As he advanced in rate, he was sent to ET-B school, then sub school, then nuclear power school and instructor school. Thirteen years after entering the Navy, he was among the early master chief petty officers in the Navy. Still ETCM(SS) Burrell opted for more knowledge — he turned down an LDO appointment in favor of the Navy Enlisted Scientific Education Program (NESEP). After four years at the University of Kansas, he graduated with a degree in electrical engineering. Officer Candidate School at Newport, R.I., followed. Then, on 22 Nov 1963, the young seaman recruit who had left Iowa to join the Navy received a commission as a lieutenant (jg.), USN.

He's seen a lot of the world and varied duty since. LTJG Burrell served as an instructor at the Nuclear Power School, Mare Island; made lieutenant; became the electronics warfare officer in USS *Oklahoma* City (CLG 6); operations officer in USS *Gridley* (DLG 21); was selected for lieutenant commander. He is once again back at school, this time as executive officer of NROTC at Prairie View A & M College in Texas.

The point is: there is equal opportunity in the Navy. LCDR Donald O. Burrell is one example of how it can be achieved.

and retirement points for their speaking activity.

Relatively few active duty officers, such as CDR Woodworth, have become members of the Sea Power Presentation Team.

Although many off-duty hours are required to organize and mount a viable speaking program, Ben cites benefits which result from his activity. As can well be imagined, appearing before many and varied audiences provides an excellent opportunity for a naval officer to expand his horizons. Then there are awards for presentations, conferred by the Chief of Naval Operations. But most important, according to Ben, is a sense of accomplishment as one sees people gaining better appreciation of the importance of sea power to our country. An aware, concerned American populace is essential if the Navy is to maintain an acceptable readiness posture and attract quality volunteers in a zero draft environment.

The CNO/Commandants Sea Power Presentation Program is seeking additional erudite, aware, Regular Navy personnel, who are interested in speaking up for sea power. They can be particularly effective speakers because they bring a firsthand aura to their presentations.

Interested personnel should contact: Chief of Naval Operations (OP-09D), Special Studies and Presentation Group, Room 718, 801 N. Randolph Street, Arlington, Va. 22203. This activity can also be reached by phone. Call (202) 692-4468/69 or Autovon 222-4468/69.

WELDERS

Welding has been a skill essential to the Navy ever since the early days of steel ships. Training competent welders is a tough and expensive job, though. The Naval Technical Training Command may have come up with a way to save the taxpayers some dollars — and provide better training for the welders at the same time.

Researchers at the Naval Personnel and Training Research Laboratory in San Diego, Calif., an activity of the Memphis-headquartered NTTC, have developed an arc welding simulator now in use at the Navy's Hull Maintenance Technician Class "A" School and the Class "C" Welding school, also in San Diego. Basically, the simulator replaces both welding rods and the high amperage arc for beginning welders besides saving materials used in practice.

But the simulator was developed as the solution for a more complex problem: providing more effective training for novice Navy welders to perfect qualities now mandatory in today's Navy.

Manipulative skill is the most important part of welding. Like an artist, the welder leaves his signature on the seam. In the past, such skills were acquired through long periods of practice and experience. Other welders queued to admire the handiwork of a master.

Five factors influence a quality weld: 1) the arc length, 2) angle of the welding rod, 3) manipulation of the puddle, 4) current to the arc, and 5) speed of travel along with continuity of the seam. All five factors must be brought together simultaneously.

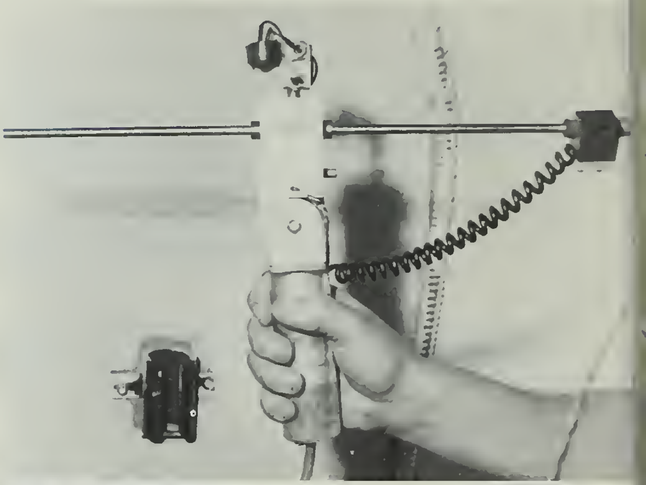
Any instructor knows that the interval between performance of a new skill and feedback about that performance affects the learning process. The quicker the student corrects his errors, the more likely he will not repeat them.

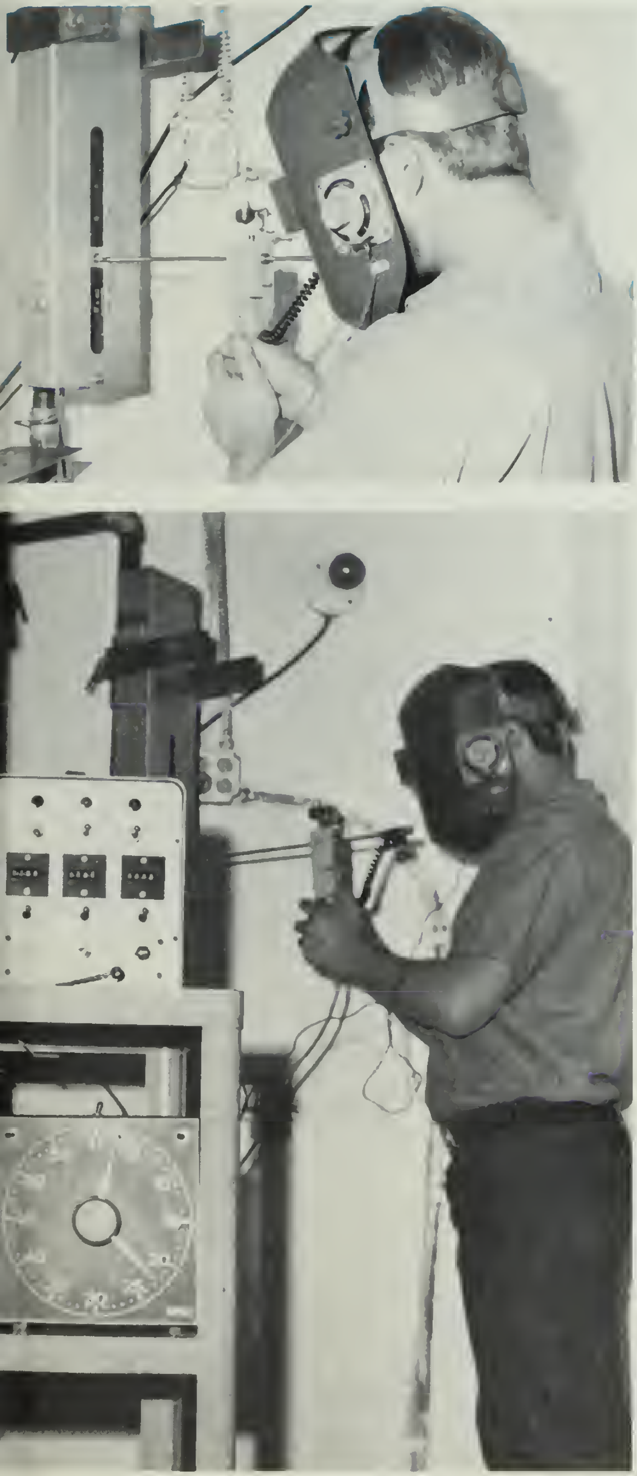
In classes, the error-correction interval has varied from minutes to several days. An instructor of 30 students cannot stand over each to note errors immediately. Even if he could, the weld might look satisfactory when examined visually but still be defective; other tests are needed.

These tests, however, such as radiographic tests or X-rays, increase the interval between performance and feedback to days, lessening the effectiveness of the training. The student may have performed many other practice welds in the interim, picking up a lot of bad habits along the way.

Using the simulator, the student learns of his mistakes immediately and can correct his actions simultaneously.

The simulator is programed to respond to each of the above five factors. It senses any deviation from desired performance and signals the student when he's in error. This way, it provides automatic reinforcement for proper technique and helps the student avoid duplicating improper motion.





Above: Welders using new arc welding simulator.

The simulator is a motor-driven device duplicating both the rod holder and the welding rod. Also, a motor-driven target represents the welding path while digital recorders and error sensors provide feedback.

The simulator's plastic welding rod must be kept at the proper distance and angle from the moving target for the sensors to register a satisfactory arc. The rod also "melts" as the weld progresses. The student must keep manipulating it both downward toward the target and along the path of the seam.

Albeit, the simulator is still being evaluated by the Navy; eight of the devices are now in use at the Hull Maintenance Technician "A" School. School officials report the training period has been shortened by about 20 per cent. It is not certain, yet, that all of this savings in time can be attributed to simulator use, but its use can be partly credited.

For one thing, the simulators boost the school's enrollment capacity. With high amperage arcs eliminated, protective gear is worn only to eliminate future working conditions, and novices require less supervision. One instructor can handle more students with less interval between classes.

"Students still have to practice making actual welds," a school officer says, "but by the time they are graduated from the simulators, they know what they are doing."

For John Q. Citizen, the taxpayer, there are other dividends. Welding rod consumption has been cut by from 200 to 300 pounds a day, representing a savings of about $25,000 a year at the HT "A" School.

Evaluating the use of the initial simulators, Navy scientists reached these conclusions.

- It appears that the potential advantages of the simulator go beyond reduced training time and increased welder performance.
- Large scale use of the simulator could possibly enable welding schools to double the number of students by rotating blocks of trainees between simulator and weld-shop practice.
- It provides the means for ongoing shipboard training under conditions where actual welding practice is not feasible.
- And it could be used as a measuring device to select men with the greatest potential for success in the school.

Perhaps this last possibility is the most important. Says an instructor at the San Diego school, "Mainly, the simulator is allowing us to find the guys who just can't cut it. We're not wasting time and material on those who are just never going to be Navy welders."

As a result, what once was a 12-week course taught by conventional methods, is now being completed in an average time of nine and a half weeks by students in a self-paced program.

— LT Gary Minich

letters

Safety Goggles

SIR: As a safety professional, I was dismayed to see the photograph on page 28 of the January issue of ALL HANDS, showing a petty officer operating a burning torch with his burning goggles on his forehead rather than protecting his eyes.

Although he appears to have on dark glasses, it is doubtful that they offer industrial quality impact protection, flame retardancy or the proper shielding for the bright flame and infrared radiation. He could also benefit from leg spark protection. Likewise, page 30 displays a photograph of an enlisted man operating a reamer or drill without eye protection.

Safety of employees, both military and civilian, is a prime concern in these days of constraints. We cannot afford a lost eye or any other disability for that matter — B. L. B.

• *Thank you very much for calling our attention to the possible safety hazards. The photos in question (accompanying the "Fleet Maintenance Assistance Group" article) were posed, but your comments are correct nevertheless. We try to have photographs of Navymen at work at various machinery and equipment screened for safety violations and we try to pay particular attention to this type of photograph.* – ED.

• USS *Davis* (DD 395) — anyone interested in holding a reunion should contact David S. Fowler, 414 Turtle Street, Syracuse, N.Y. 13208.

• USS *California* — a reunion is planned for next year in Chicago, Ill. Contact Harold Bean, 220 East Pearl St., Staunton, Ill. 62088.

ALNAV WORD PUZZLE

Everyone knows that there are more ways to kill time on a midwatch (at least when it comes to telephone watches) than there are movable parts in a $10 wristwatch. Some people develop the fine art of staring into space, others set unbelievable records for coffee-drinking, while the standard operating procedure seems to be writing letters and working crossword puzzles. Those addicted to this last pastime go through puzzles at an alarming rate and fast become bored with the run-of-the-mill variety. The word puzzle is the product of one such watchstander — SKSN Theresa F. Robbins of the Naval Communication Station, Washington, D. C. — who felt that she could work up an interesting puzzle of her own — Navy style. Her effort is good and should prove interesting to those giving it a try. (After taking care of all their chores first.)

Rules for solving this puzzle are simple — just search out a word in *any* direction and circle it. Keep going till you have all the words listed in the answer section. As happens with many of these, there are other words in the puzzle not listed with the answers. So go ahead and try your skill. As with crossword puzzles, words can cross each other. Unlike crossword puzzles, words can start from the bottom and work up to the top and others travel diagonally.

R	E	W	O	P	A	E	S	Z	T	A	T	S	D	E	T	I	N	U
K	L	N	A	S	E	N	O	J	L	U	A	P	N	H	O	J	T	C
A	A	M	P	V	X	S	E	A	M	A	N	C	A	Q	Z	N	H	M
M	D	H	Y	T	E	V	N	E	M	O	I	D	A	R	E	L	V	J
I	M	E	A	L	A	H	X	N	A	V	C	O	M	M	S	T	A	E
K	I	R	S	I	P	I	S	T	O	L	C	N	H	O	A	E	N	N
A	R	X	N	U	A	P	Q	V	B	C	H	S	O	C	B	Q	C	I
Z	A	T	O	M	D	S	U	E	N	L	I	S	T	E	D	F	E	R
E	L	R	I	J	O	N	I	S	J	L	E	I	H	A	E	T	S	A
K	D	O	T	K	X	B	N	G	B	P	F	A	K	N	A	Z	E	M
B	T	L	A	W	S	K	I	A	H	W	Y	O	V	O	K	H	C	B
P	R	I	L	D	J	U	T	L	V	A	I	F	L	E	N	J	R	U
E	O	A	U	L	E	S	R	F	I	Y	H	F	U	F	E	T	O	S
C	P	S	G	X	E	R	B	V	K	T	A	I	R	C	R	A	F	T
I	E	T	E	E	L	F	S	P	E	Q	Y	C	G	A	O	Z	D	V
V	M	J	R	H	W	X	K	H	C	Y	R	E	K	H	H	V	E	A
R	O	O	D	P	G	M	I	L	I	T	A	R	Y	A	S	N	M	N
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S	E	I	T	U	D	Z	G	N	I	N	I	A	R	T	C	T	A	O

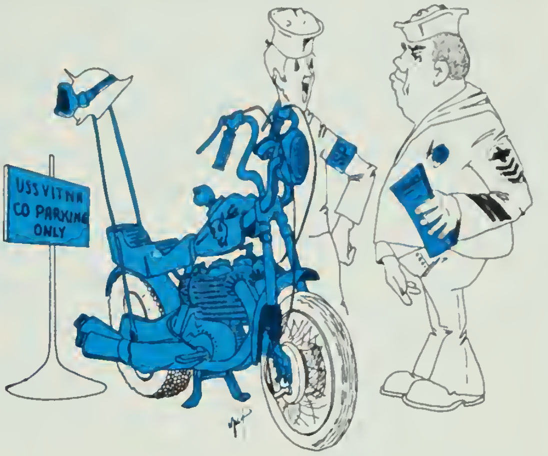
ADMIRAL
AFLOAT
AIRCRAFT
ARMED FORCES
ASHORE
BASE
CHIEF
C N O
CODE
DUTIES
ENLISTED
FLAGS
FLEET
HIGH SEA
HOME PORT
JOHN PAUL JONES
KAMIKAZE
LEADERSHIP
LEAVE
LIBERTY
M A A
MILITARY
MOBILITY
NAV COMM STA
NAVY
N I S
OCEAN
OFFICER
O O D
OPNAV
PISTOL
RADIOMEN
REGULATIONS
SAILOR
SEAMAN
SEAPOWER
SEC NAV
SERVICE
SHIPS
SHORE ESTABLISHMENT
SUBMARINE
SUPPLY
SURVEY
TRAINING
U C M J
UNITED STATES
VANCE*
WAVE

* A destroyer escort of some fame.

LCDR Roger M. Daily

"Go for a little swim with you? . . . Great! . . . I was afraid you guys were still sore about the seabag inspection!"

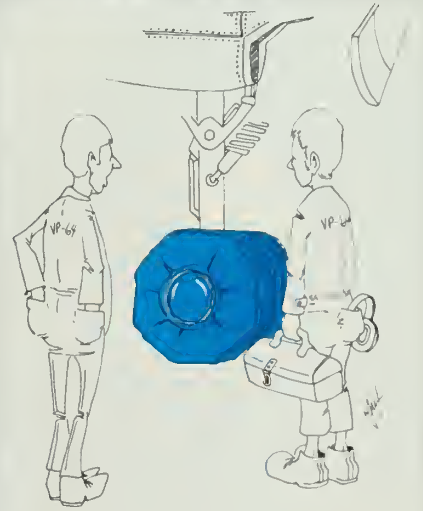
STCS Warren L. Witas



"I wouldn't be too hasty; you can never tell!"

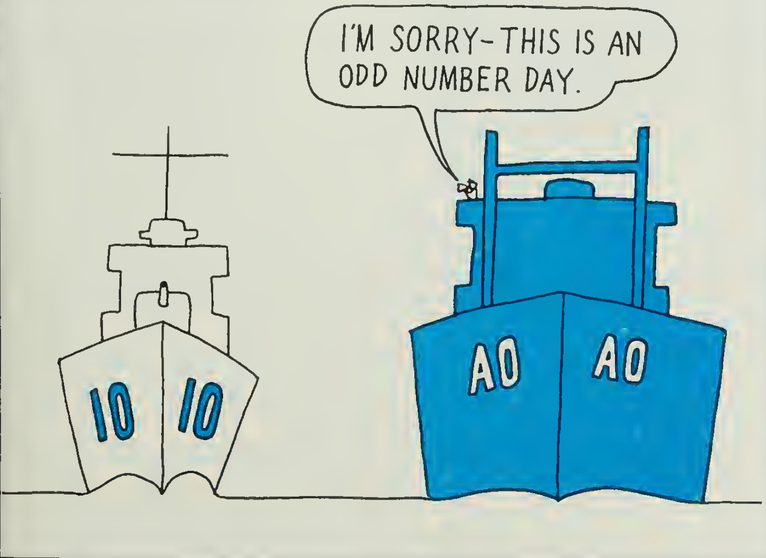
on the serious side

STCS Warren L. Witas



"I see LT Hennessy still brakes as he lands . . ."

STCM James C. Bussert


I'M SORRY-THIS IS AN ODD NUMBER DAY.
10 10
AO AO

TAFFRAIL TALK

It was real news when Orville took to flight, when "Lindy" touched down in Paris, and when Glen orbited the earth.

Remember the first American manned space flights, when the launchings, missions and recoveries were made in full view of the world's TV audience? Not only did we witness the spectacular lift-offs, but also we were filled in by commentators crawling around and through mockup command modules, explaining the technical complexities of space-age wonders.

Equally, we were kept abreast of a mission's progress by use of comprehensive, animated films that described glide paths and various tasks being performed by astronauts. Later, we thrilled at viewing man walking in space, followed by his first step on the moon. To top this, all these marvelous feats ended in dramatic, breathtaking accounts of the fiery reentry into the earth's atmosphere, then to the recovery ship for on-the-scene coverage of the scorched capsule splashing into the ocean. Not so any longer.

A sizable portion of the population has become so accustomed to such magnificent feats that their significance has become matter-of-fact, judging from the return of our latest team which manned Skylab III.

For the first time since the manned space program began in the 60s, there was no "live" TV coverage of the return when they splashed into the eastern Pacific the morning of 8 February. The epic voyage, an 84-day space venture, was announced to the world by radio from the deck of USS *New Orleans* (LPH 11), recovery ship.

New Orleans was a scant three miles away from touchdown, guided by new satellite navigational gear that was brought on board for the Skylab mission. Everything about pick-up went smoothly for LCOLs Gerald P. Carr, USMC, and William R. Pogue, USAF, and civilian astronaut Dr. Edward G. Gibson, except for a three-minute period when the Skylab module floated upside down after splashdown.

From reports received, it appears Skylab III was a very impressive mission, contributing to the information needed for the joint U.S.-Soviet space link planned.

We've come a long way from the sands of Kitty Hawk and the Spirit of St. Louis but it would seem that — like all man's accomplishments — our venture into space has become commonplace, too. Not to us, it hasn't!

* * *

The challenging task of researching and writing the article in this issue (pages 2 through 9) on the Chief of Naval Operations, Admiral Elmo R. Zumwalt, Jr., was assigned to ALL HANDS staff writer Journalist 1st Class Tom Jansing. The newest member of the staff, Tom has already been recommended for an award for his recent report entitled "Signals in the Wind."

The All Hands Staff

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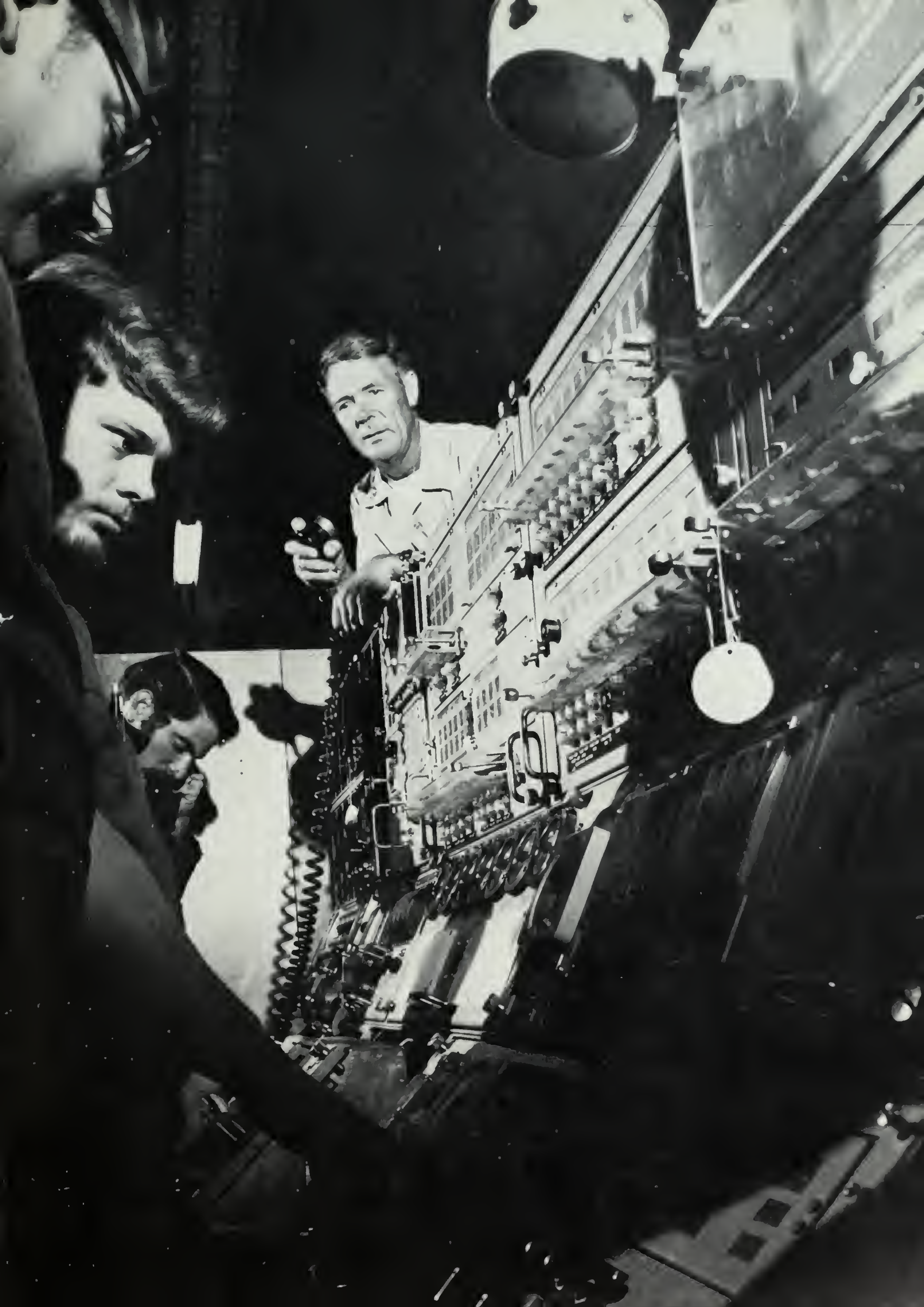
AT RIGHT: A LITTLE GOOD EXERCISE — MMC John Gourloy and students conduct a simulated exercise at the Naval Submarine Training Center, Pacific, Ford Island, Hawaii. Photo by PHC L. Bernard Moran. ➡



NAVAL RESEARCH

Lending a Hand in Exploring the Mysteries of Space

ALL HANDS

AUGUST 1974

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ALL HANDS

MAGAZINE OF THE U. S. NAVY — 52nd YEAR OF PUBLICATION

AUGUST 1974 NUMBER 691

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Chief of Naval Operations

REAR ADMIRAL WILLIAM THOMPSON, USN
Chief of Information

COMMANDER DONALD E. REPASS, USN
Officer in Charge (Acting), Navy Internal Relations Activity

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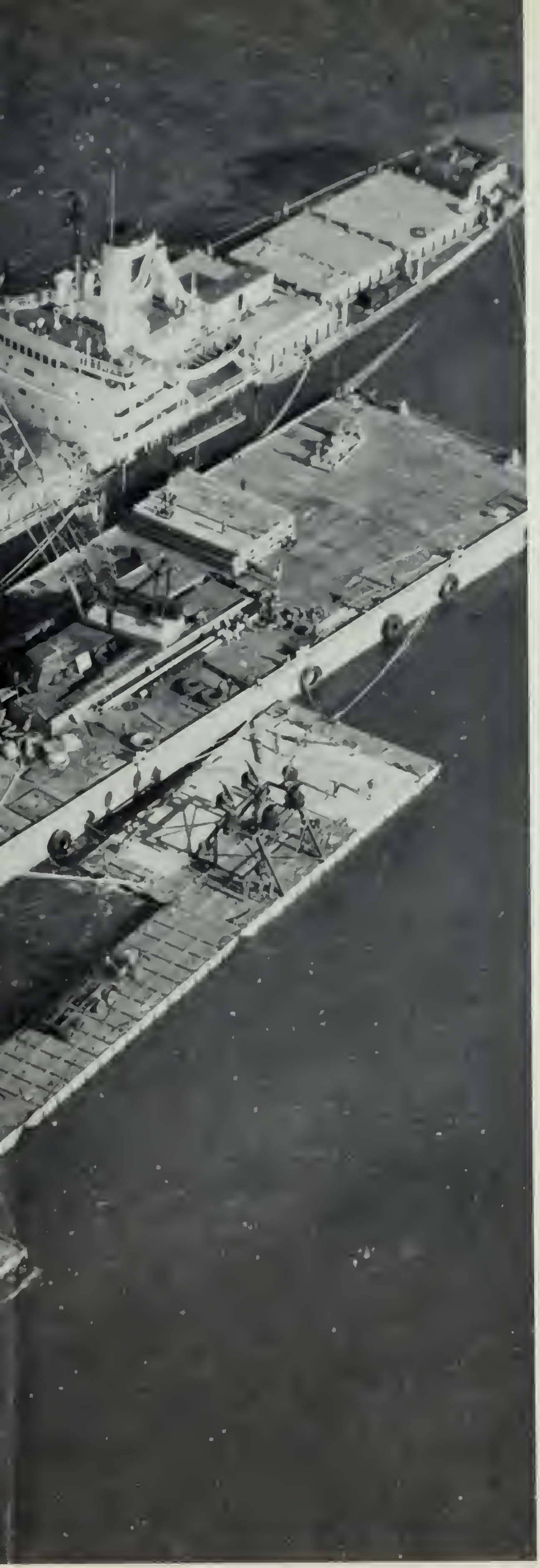
FRONT COVER: An A-6 Intruder attack aircraft provides in-flight refueling to an RA-5C Vigilante attack aircraft of Reconnaissance Attack Squadron Nine (RVAH-9).

BACK COVER: Scenic photos of America by DM2 Ken Cassady and J02 Jim Stovall.

AT LEFT: PLOTTING THE FALL by triangulation. A quartermaster calculates the gunner's accuracy by triangulating the shell splashes. The triangle is plotted from negatives taken on the firing ship and the towing vessel.

CEL

WHERE ALL THE CHIEFS ARE INDIANS



Somewhere in the mid-Pacific, a huge platform floats on many tubular legs. It looks like a rectangular, treeless island. The platform has a surface area about as large as 84 football fields. Three aircraft carriers the size of *Enterprise* could dock along one side of it. Jet aircraft can be set down on its broad deck. In the levels sandwiched under the deck are shops and repair facilities, housing for the men who staff the platform, a fully equipped hospital — in fact, everything that can be found in an advanced naval base.

And if that is not enough to make this floating Navy base unique, the whole thing, including the tubular buoyancy units that keep it afloat, is made of concrete.

Sounds like the dream of a modern Jules Verne? Yes, and the Jules Verne happens to be the Civil Engineering Laboratory of the Naval Facilities Engineering Command. Technically the concept can be executed when a requirement should emerge in the future. A one-tenth scale model of one of the units that might make up this conceptual base is currently floating in Port Hueneme harbor, Calif., where CEL is located.

What has a research and development laboratory got to do with real life, the kind of life the average Navyman leads at sea and ashore? It touches him in many ways. He is probably unaware of many of those ways. Most of the improvements in equipment, the new devices, tools and instruments he encounters had their origin in an "R&D" lab. And 10 to one the engineer in charge got at least one barked knuckle or a pair of greasy jeans out of it.

Many people tend to think of a laboratory like CEL as an ivory tower, a sort of think-factory where the professionals never get their hands or the seat of their pants dirty doing down-to-earth work. But this is far from the truth. The Navy's Civil Engineering Laboratory is a good example of how the engineer and the scientist become physically involved in translating their ideas into practical products or systems that improve the overall effectiveness of the Navy.

Dr. Howard Gaberson crawls out from underneath his modified bulldozer, his coveralls liberally smeared with dirt and grease, his hands looking like those of a mechanic who has just completed a particularly messy lube and oil change. Gaberson is a Senior Project Engineer at CEL. He is developing a novel propulsion concept that uses rotating eccentric weights to provide forward motion. Properly known as the Thrust Doubler, his machine has been variously referred to as the "pogo stick," the "jackrabbit," and the "grasshopper" because of its peculiar hopping movement. But it can push or pull with double the force of tracked vehicles

CEL participates in OSDOC exercises.

while using less engine power. Gaberson says "We propose to equal the bulldozer, and on some jobs to outperform it, with a vibratory locomotion system that will be one-half the weight and use one-third the power."

Dr. Gaberson's wondrous machine may some day become a piece of equipment in the construction world of tomorrow.

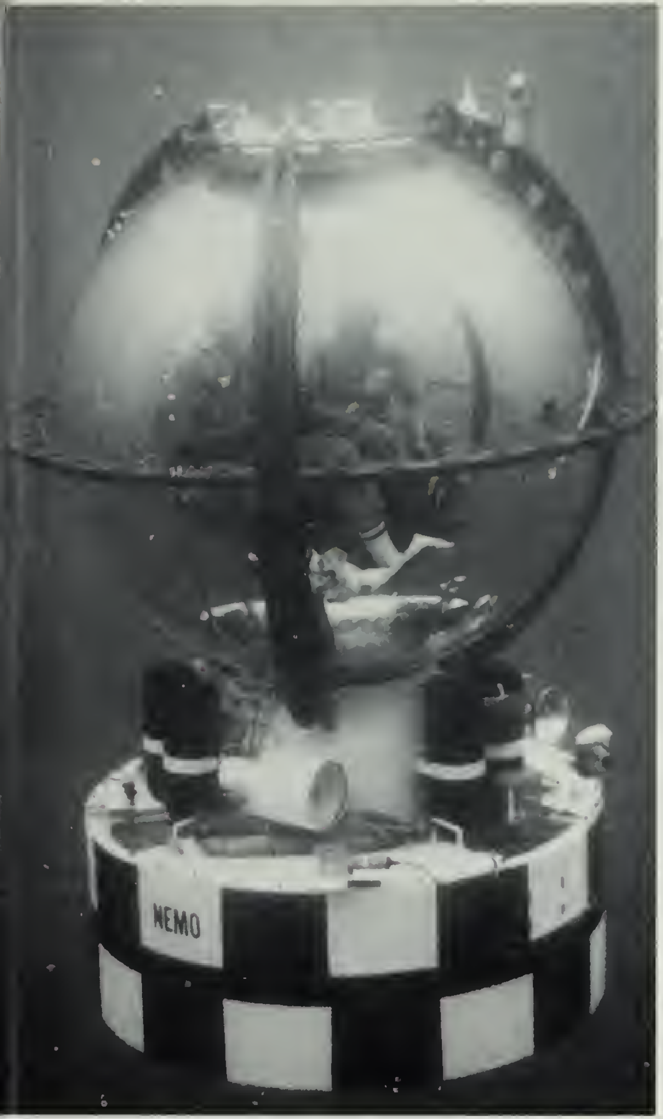
In undersea construction work, CEL's professional people are involved in a number of projects that can affect the seagoing Navyman, and in almost every case, the Project Engineer draws up the first design, turns the first wrench, and personally tests the first piece of hardware. CEL developed a new heating source for divers. The heat is generated from the electrochemical formation of magnesium hydroxide in seawater. Magnesium gases and hydrogen gases are formed when magnesium reacts with seawater. This reaction is speeded up when the magnesium is electrically connected to a cathodic material, such as iron. Tests of this unique diver heating system showed that it is possible to provide 2000 thermal watts for eight hours.

The Laboratory has also taken part in the design and development of undersea tools for divers. Among these are power saws, power drills, and impact wrenches. During the test and evaluation phase of projects like these, the engineers frequently dive side by side with enlisted Navy divers.

Chances are most Navymen will be involved in a salvage or rescue operation at some time in their careers. Chances are even better that the operation will bring them into contact with CEL's work in the salvage lift system field. The Laboratory has assisted in the development of the currently used 8.4- and 25-ton pontoon lift systems. It developed a salvage system with which one diver can operate the lift-assist device to recover objects weighing up to 650 pounds. Using hydrazine technology, CEL developed a gas generating system that can supply buoyancy for 100-ton salvage lifts, and is currently developing a one-fourth scale working model of an extended depth salvage system. The model will be capable of recovering objects weighing as much as 1000 pounds from depths to 2500 feet. It is expected that the full-scale system will be able to retrieve loads weighing up to 25 tons, from depths to 20,000 feet.

As Deputy Program Manager for the Navy Environmental Protection Data Base, CEL is deeply involved in environmental work. The Data Base is a navywide watchdog for pollution, its purpose being to gather data to show the extent to which the environment is affected by ships, aircraft and shore facilities. Nearly 40 of the Laboratory's professional engineers and scientists are directing projects that affect the quality of our environment, both at sea and ashore.

The Navy is developing systems for transferring liquid wastes from docked ships to shoreside treatment facilities. Couplings and hoses are a vital part of any



such system, and CEL has evaluated and field-tested different types of hardware for this purpose.

The Navy has, from time to time, had serious problems with oil spills. In this area, CEL's environmental experts have made many valuable contributions. The Laboratory designed and built a portable oil suction head for use in cleaning up harbor oil spills. The device proved to be so effective that a license was granted for it to be manufactured and sold commercially. For larger spills, CEL has designed hardware for containment booms, and has assembled and tested complete systems for oil spill recovery. In a recent test of the most promising of these systems, 75 gallons of oil were deliberately spilled in Long Beach Harbor. The recovery system was successful in cleaning up all but one quart of the oil.

Other environmental projects affecting the Fleet include systems for the treatment of oily wastewater, such as that collected from ship's bilges, solid waste handling, and ship waste offloading systems. Here again, the "ivory tower" specialist is likely to find himself covered with soot on a boiling hot rooftop, or breathing the sweet fragrance of a sewage holding tank, or wading knee-deep in the muddy bed of a polluted stream.

The Navy has a need for small, helicopter- or ship-deployed buoys that will act as flotation platforms for a new navigation system. These buoys will provide an accurate grid system during minesweeping operations. For this purpose, the buoy must indicate a geographical point with much greater accuracy than has been possible up to now. Minimum buoy motions must be maintained during conditions of high current and sea states, and in a wide tide range. The buoy system must also be lightweight and easy to handle.

The problem was assigned to CEL. The Laboratory studied all the angles, then drew up specifications for a prototype system, which was ready for at-sea testing by the spring of 1974.

Anchoring is another feature of interest to all Fleet units, and CEL has made some important progress in this area. The Laboratory developed an anchor that uses a vibratory embedment concept and can be used from dynamic positioned (maintaining position by means of a power source), or anchored work platforms in water depths to 6000 feet, attaining holding capacities of 24,000 to 40,000 pounds.

For anchoring Navy equipment with loads to 20,000 pounds in water depths to 20,000 feet and in seafloors from soft clay to basalt, CEL developed a propellant-actuated direct embedment anchor. This system uses a

Facing page, top to bottom: 50-ton SEACON, an unmanned concrete structure for sea bottom research; CAV (Construction Assistance Vehicle), the undersea "pickup truck;" the BTV (Buoyancy Transport Vehicle), an undersea "forklift." Left, above: NEMO, an acrylic plastic undersea capsule for manned observation. Left: Oil spill cleanup outfit, one of several tested.

modified Army surplus 90mm gun, which allows the system to be expendable. The anchor has been tested many times. In the most significant of these tests, it held more than 100,000 pounds when embedded in basalt. This is more than enough holding power to anchor a heavy cruiser in a single point swing moor—although that is not its normal usage.

When he is ashore, the Navyman will see more evidence of the results of CEL's research and development effort. The freshly painted Navy Exchange at a south Pacific base will remain spick and span for a much longer period of time because of algae/fungi resistant paint coatings developed by CEL chemists.

The isolated Navy communications station will operate more efficiently because the operators will be able to control their power quality by the use of power transient monitors developed by CEL, and the application of commercially available transient suppressors tested and evaluated by the Laboratory's electrical experts.

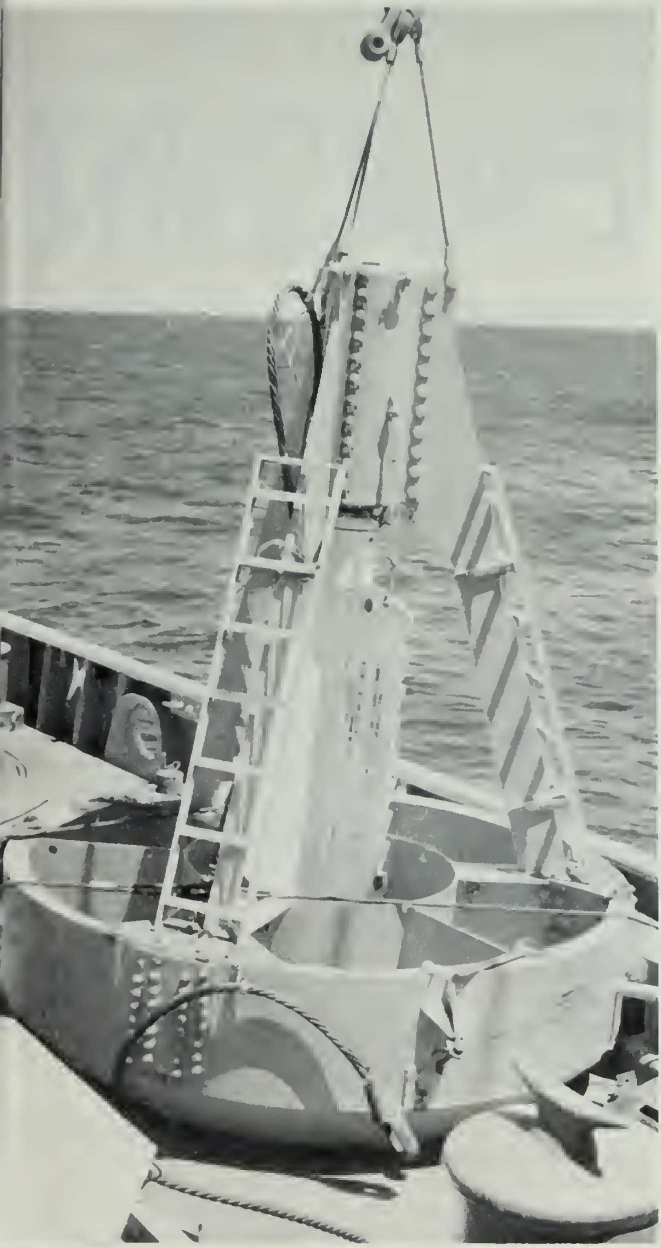
The wooden pier pilings used at some harbors will last longer and be more resistant to marine borers because of improved preservatives developed by CEL scientists.

Naval personnel and facilities in forward areas can be protected faster and more effectively by a modular system of fiber glass panels with honeycomb aluminum centers, designed and tested by the Laboratory as an improvement over the customary sandbags.

Aircraft will be able to land with greater safety and braking control on Navy airstrips improved with a porous asphalt friction course surfacing that drains off the standing water during wet seasons. CEL is developing design guidelines and construction specifications for this type of surfacing.

These are only a few of the many projects, both major and minor, in which Navy research and development, as exemplified by the Civil Engineering Laboratory, is helping to improve the comfort, safety and efficiency of today's Navyman. And in nearly every case, the project manager becomes a dual personality . . . the man behind the desk and the man in the greasy coveralls.

The same thing applies to the so-called "glamor" projects, of which CEL has had its share. Perhaps the best known of these is NEMO (for Navy Experimental Manned Observatory). NEMO is an acrylic plastic capsule that can take two men to a depth of 600 feet in the ocean, and provides 360° visibility for undersea observation. NEMO is made of 12 plastic pentagons, shaped to assemble into a sphere, and cemented together with an epoxy adhesive. The capsule is 66 inches in diameter, with walls two and one-half inches thick. It is equipped with life support, power, communications and vertical mobility systems. A model capsule withstood more than 100 simulated dives, ranging in depth from 225 to 2400 feet, before being pressurized to



destruction. A full-scale model finally imploded at a simulated depth of 4150 feet, which provides a wide margin of safety from the operational depth of 600 feet. Many of the tests that led to certification of the NEMO hull were conducted in CEL's large pressure vessel, which has an inner diameter of 72 inches and can simulate ocean pressures to 12,000 feet.

In the Laboratory's SEACON (for Seafloor Construction) program, many sea bottom construction experiments were combined in the fabrication and emplacement of a 50-ton concrete unmanned structure in 600 feet of water on the Pacific seafloor off Santa Barbara, Calif. The one-atmosphere (sea level) structure consists of a concrete cylinder capped by hemispherical concrete ends to form an enclosure 20 feet long and 10 feet in diameter, with walls nine and one-half inches thick. A personnel hatch was installed at one end, and an acrylic viewport at the other. Two independent data acquisition systems were installed to monitor the instant and long-term pressure effects on the hull, and a closed-circuit TV unit provides visual monitoring of the instruments.

SEACON 1 remained on the bottom for 11 months. When it was brought to the surface, it was found to be practically leak free, and all systems were operating. This experiment demonstrated the Navy's ability to construct and maintain operating facilities on the outer reaches of the continental shelf, and considerably advanced seafloor construction technology.

CEL ocean engineering specialists designed and developed a Construction Assistance Vehicle (CAV), which has been unofficially called an undersea pickup truck. It can ferry divers, tools and equipment to and from undersea salvage and construction sites. CAV was designed for submerged cruising at 2.5 knots for more than four hours, at depths to 120 feet. It is operated by a diver pilot and co-pilot.

The term "research and development" covers a broad spectrum of activity — from simple workaday tasks to a plunge into the fantasy world of tomorrow. But without it, the Navy would stand still. It is research and development that improves and advances all naval operations, at sea and ashore, and thus directly affects the life of every Navyman. The Civil Engineering Laboratory has its specialties. Other Navy labs have theirs. Together, they form an outstanding community of experts dedicated to making our Navy the best and most cost-effective fighting force in the world.

— Ray Darby

Facing page, top to bottom: Artist's conception of MOBS (Mobile Ocean Basing System), a floating base for fleet support; this CEL engineer developed an automatic blade leveling system for roadgraders; the research and development expert is as likely to be found behind a wrench as behind a desk. Left: CEL engineer Frank Brier pedaled around the world in 10 seconds flat (at the South Pole). Left, above: CEL is developing direct embedment anchors for deep-sea salvage and rescue work.

Fighter Squadron 14

55 YEARS IN NAVAL AVIATION

The oldest active air squadron in the United States Navy, Fighter Squadron 14, whose record of continuous service goes back to September 1919, has reported aboard NAS Miramar, San Diego, from NAS Oceana to begin transitioning to F-14 *Tomcats*. Before VF-14 and her sister squadron VF-32, also from Oceana, complete their training in September, the "Tophatters" will celebrate their 55th birthday.

VF-14 has, in 22 different types of aircraft, operated from 16 different aircraft carriers, plus several battleships, and has been commanded by 50 naval aviators. The squadron has numbered among its skippers such naval giants as Admiral A. W. Radford, who was Commander in Chief, U.S. Pacific Fleet and later Chairman of the Joint Chiefs of Staff; Vice Admiral G. F. Bogan, Commander Naval Air Force, Atlantic Fleet; and Admiral F. P. Sherman, top planner during World War II under Admiral Nimitz, who later became Chief of Naval Operations.

The Tophatters flew patrol and observation missions in the squadron's early years, and have flown scouting, attack and fighter missions since becoming carrier based. Based initially in San Diego, the squadron flew R-6L torpedo bombers. When not based ashore, the crew often installed pontoons on their aircraft and operated from battleships.

The Tophatters, then Fighter Plane Squadron One, were the second to carrier qualify, flying from USS *Langley*, and establishing a record for carrier landings in one day. Flying TS1 aircraft, they completed 127 landings by the end of the operations.

At this time the tophat was chosen as the squadron insignia, and it remains so to the present. During that decade the squadron was permanently assigned to USS *Saratoga*, beginning as a fighter squadron and ending as a bombing squadron flying FB-5, F-2B, F8C-4, F-11C2 and BFC-2 aircraft.

THE AIR

Various aircraft that have served with VF-14 include the FB-5 (top) of World War I vintage, the R-6L torpedo bomber (middle), and the carrier-based Dauntless (below) that struck Nazi targets in Norway in 1943.

The Tophatters proved to be a formidable foe during World War II. While aboard USS *Ranger*, the squadron provided air support for the invasion of North Africa in November 1942. During the four days of the invasion, pilots destroyed 16 enemy aircraft. In the spring of 1943, the Tophatters provided air cover for SS *Queen Mary* when she carried British Prime Minister Winston Churchill to Quebec for his meeting with President Franklin Roosevelt. Flying the SBD *Dauntless* dive bomber, the squadron participated in the first American naval air strike against German forces in Norway in October 1943. They destroyed 40,000 tons of enemy shipping in Norway's inner channel at Bodo Harbor, Alter Fjord and Kinna Head.

In 1944 the squadron transferred to the Pacific Fleet and went into action in the Leyte campaign aboard USS *Bunker Hill*. The squadron then operated in the South China Sea and Formosa area aboard USS *Essex*, and participated in the Iwo Jima campaign and the first naval carrier strikes on Tokyo. The unit completed its Pacific combat operations with strikes in Okinawa.

After service aboard USS *Tarawa*, flying F-4U *Corsairs*, they were designated their current VF-14, with an all-weather mission. To better accomplish this mission, they transitioned to jets, flying the F-3D

Skyknight all-weather fighter and, later introducing the F-3H *Demon* into the Navy.

VF-14 has been assigned to NAS Oceana since January 1966 but deployed to the Pacific Fleet for air strikes and supporting missions against military targets in North Vietnam. When USS *John F. Kennedy* was commissioned in 1968, the oldest naval squadron found itself assigned to the newest naval carrier. Together they celebrated, the following year, the first anniversary for *Kennedy* and the 50th for the Tophatters.

Still in the naval forefront as she finishes her 55th year of active service, VF-14 is just back from her fourth Mediterranean cruise aboard *Kennedy* and participation in a major scale NATO exercise which took the squadron from the sunny Mediterranean to the frigid temperatures of the North Sea.

Together with VF-32, they will introduce the F-14 to the east coast. They are at Miramar with a nucleus of maintenance crews, and plan to transition 14 aircrews apiece in the *Tomcat*. Some of their pilots have already "flown" the simulator, and all are eager to get their hands on the real thing.

Says Commander John T. McHugh, skipper of VF-14, "The process of transitioning to a completely new aircraft is an exciting and challenging undertaking. In the F-14 we have the finest fighter aircraft in the world. It has overcome many of our former shortcomings and provides us with a full spectrum of weapons capabilities."

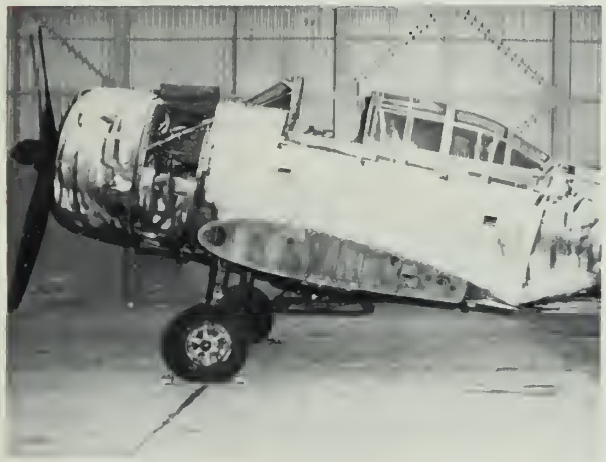
Upon completion of F-14 transition, the squadron will return to NAS Oceana, rejoining the Atlantic Fleet and completing carrier "quals" aboard *Kennedy*.

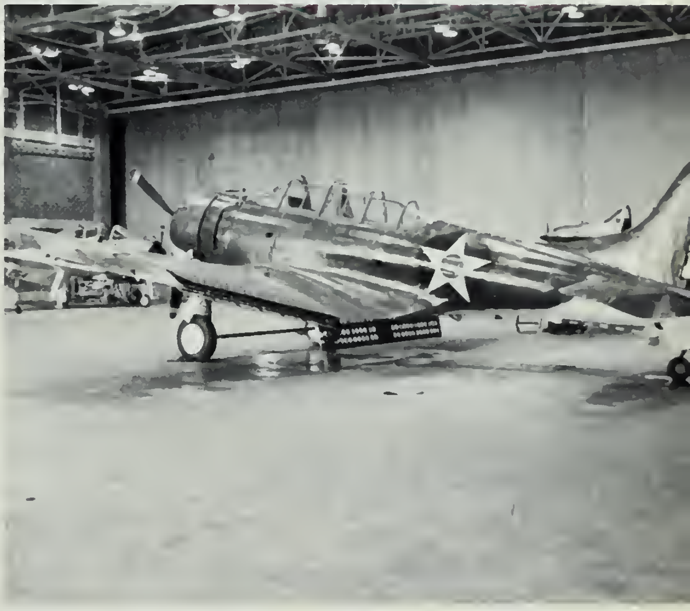
— Evelyn K. Lowe

Top: Among VF-14-s first jets to be acquired was the F-3H Demon. Left, below, and bottom: The newest piece of hardware to join the squadron is the sleek, swing-winged F-14 Tomcat.

RESTORERS OF HISTORY AT NAS WHITING FIELD

From Dingy to Dauntless





Before: A dingy and dilapidated Dauntless arrives at VT-6 for restoration (left): After: A spotless old veteran in her pre-World War II markings stands out dramatically in the hangar (above).

Renovating a used-up, pre-World War II dive bomber isn't easy. Twenty men of Training Squadron Six can tell you because they did just that when the Naval Aviation Museum in Pensacola asked for help in restoring some old planes.

"Used-up" was an understatement. The Douglas *Dauntless* (SBD) arrived at NAS Whiting Field wingless, full of holes and dents and almost completely covered with black preservative. Undaunted, the VT-6 volunteers pitched in, determined to make a first-class job of it — changing it from a dingy relic back to its original beauty.

First they had to get all that black gunk off. Solvents did the trick, although it was a long, dirty job. Then the aircraft had to be taken down to bare metal — not so easy since she had seven coats of paint, the last enamel. (Someone said the enamel was for a bit part in the movie *Tora, Tora, Tora,* but whether the VT-6 crew had a movie star on their hands was not verified.)

The control surfaces were then removed. This was a delicate job since they were made of linen. The parts were carefully cleaned, patched and set aside to be replaced later.

Next, they went to work on the SBD's body. Holes were filled and dents pounded out. Some exterior pieces were missing, so they had to fabricate a set of landing gear and doors. They also had to make a section of the plane's underbelly and a part of the vertical stabilizer fairing. The plastic canopy was so badly damaged it had to be completely replaced. A coat of primer followed.

Meanwhile, others were tearing into her engine.

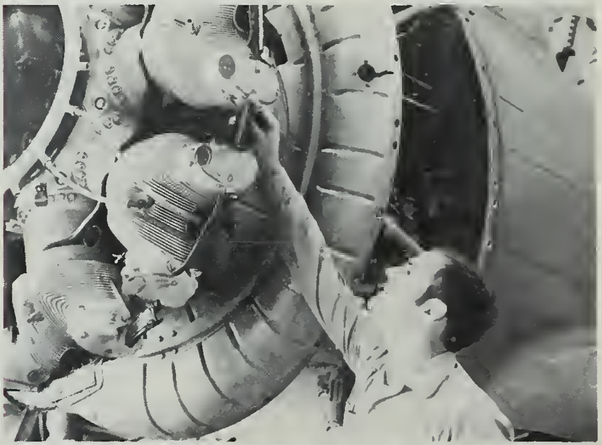
Every component was removed, blasted, cleaned and reassembled. Although the engine would never run, it at least looked as if it could.

The wings (which, it turned out, were removed for shipping) arrived in typical "used-up" condition. Some of the dents in them were 10 inches deep and almost two feet long. They got the same treatment as the body — cleaning, stripping, pounding out and priming.

Finally, *Dauntless* was ready to be put back together. The wings were attached, control surfaces on the wings and tail section were replaced and her engine was hoisted into place. She was in one piece again.

A paint job to match the original — blue with gray underbelly — was applied. The final touch was made when her pre-World War II markings, a white star in a red circle, were painted on. She looked like a Douglas *Dauntless* again.

The VT-6 volunteers spent over 1600 spare-time hours restoring the old plane, but for these airmen it was like helping an old friend. They were rewarded by seeing her like new again, and by having a brass plate with their names engraved attached to her.



Rigorous tasks of cleaning and repairing the Dauntless were enthusiastically performed by the restoration crew, such as cleaning tail assembly (top), stripping paint from wings (above), and refitting radial engine (right). Below right: A proud crew stands before a proud symbol of the Navy's past.

ON THE AIR-SEA RESCUE TEAM

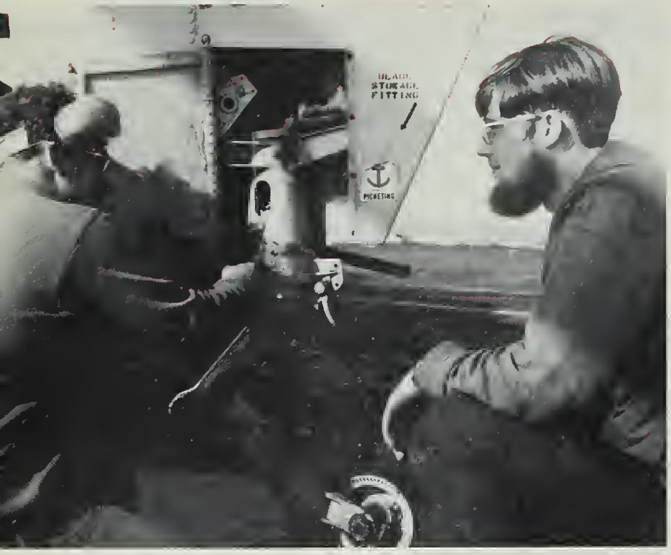
Helo Plane Captain

The 1-MC suddenly shrieks: "Man overboard, starboard side; man overboard, starboard side." The ship jumps to life as all hands dash to their man overboard stations. Each has the same thoughts: Who is it? Will someone be able to spot him in the water? What are his chances for recovery?

If his ship has a helicopter detachment embarked, or is lucky enough to be in company with one that does, his chance of being plucked from the water is very good.

It's not an accident or lucky chain of events that enables a Search and Rescue (SAR) helo to start, engage rotors and launch in a matter of minutes when a man goes over the side. The cool professionalism of the pilot-aircrew team is one reason, but there is another less well known, but just as important, part of the team — the plane captain/LSE (landing signalman enlisted). This helicopter lineman is an absolutely vital part of every man overboard or emergency situation requiring an immediate SAR helo launch. These minutemen of the squadron miraculously appear whenever they're needed to remove exhaust

Being a helo plane captain demands constant checking and rechecking the aircraft so its next flight will be successful.



Left: An airman undergoes a minimum of one and a half months of intense training before taking plane captain and LSE test. Above: Luminous suits are necessary for nighttime duty on the flight deck.

plugs, close engine doors and perform dozens of other necessary tasks before the helo can fly.

A plane captain/LSE's responsibilities start long before the emergency arrives, for when it does come it's too late to check a hydraulic reservoir or service a tail rotor gearbox. His responsibilities stop only after the last daily inspection is complete and the angel is ready.

The helo lineman is unique because he doesn't have the luxury of a flight schedule to tell him when his aircraft will launch. He must bear the burden of having his helo physically ready and himself mentally prepared at all times. Additionally, when he steps in front of his machine's whirling rotors, he bites off a big hunk of responsibility. He must look out for himself, others near the aircraft, the crew inside and the victim in the water hoping help is on the way.

The average age of a man working the line for the Pacific Fleet's Helicopter Support Squadron One is 19 years. He's an E-2 or E-3 striking for any of the aviation ratings, but has taken it upon himself to become a member of a team of young Navymen whose expertise has directly contributed to the saving of thousands of lives.

There are few other occupations in the Navy where a young man can combine responsibility of being assigned his own aircraft with the feeling of satisfaction when seeing the beaming face of a fellow sailor emerge safely from "his" ASR helo.

With the advent of the ADP (Aviation Machinist's Mate Propeller) rating, these diligent young airmen are being recognized as the true professionals they are. The opportunity to advance to a line division supervisory position in a unique rating should be the steppingstone for an aggressive and intelligent individual to move directly into maintenance management.

It's a welcome rate for a deserving group and should spawn some efficient, heads-up managers aware of the complexity and flexibility involved in aircraft and flight deck operations.

— by LTJG John Nacht

PATROL SQUADRON 31

Airborne Recruiters

Recruiting tools come in all varieties, everything from buttons to posters to draw the public's attention to what the Navy has to offer. But many recruiters, like those of Navy Recruiting District Seattle, Wash., feel that something is missing — the public opportunity to reach out and touch, that is, experience the real Navy.

With this thought in mind, Patrol Squadron 31, from NAS Moffett Field, Calif., decided to give the recruiters a hand and provided more than 30 naval aviation applicants from Montana State University in Bozeman a chance to touch and experience naval aviation.

The applicants, 10 at a time, were invited to go aboard a P-3 *Orion* and learn by experience just what it is like to fly in the plane. When the crew of five arrived at Gallatin Field, Mont., they found an eager group waiting to board. During the one-hour flight for each group, which gave the applicants a mile-high view of the Gallatin Valley area, the crewmembers explained the aircraft's mission and demonstrated the importance of each man's assignment in operating the sophisticated electronic equipment used in the aircraft.

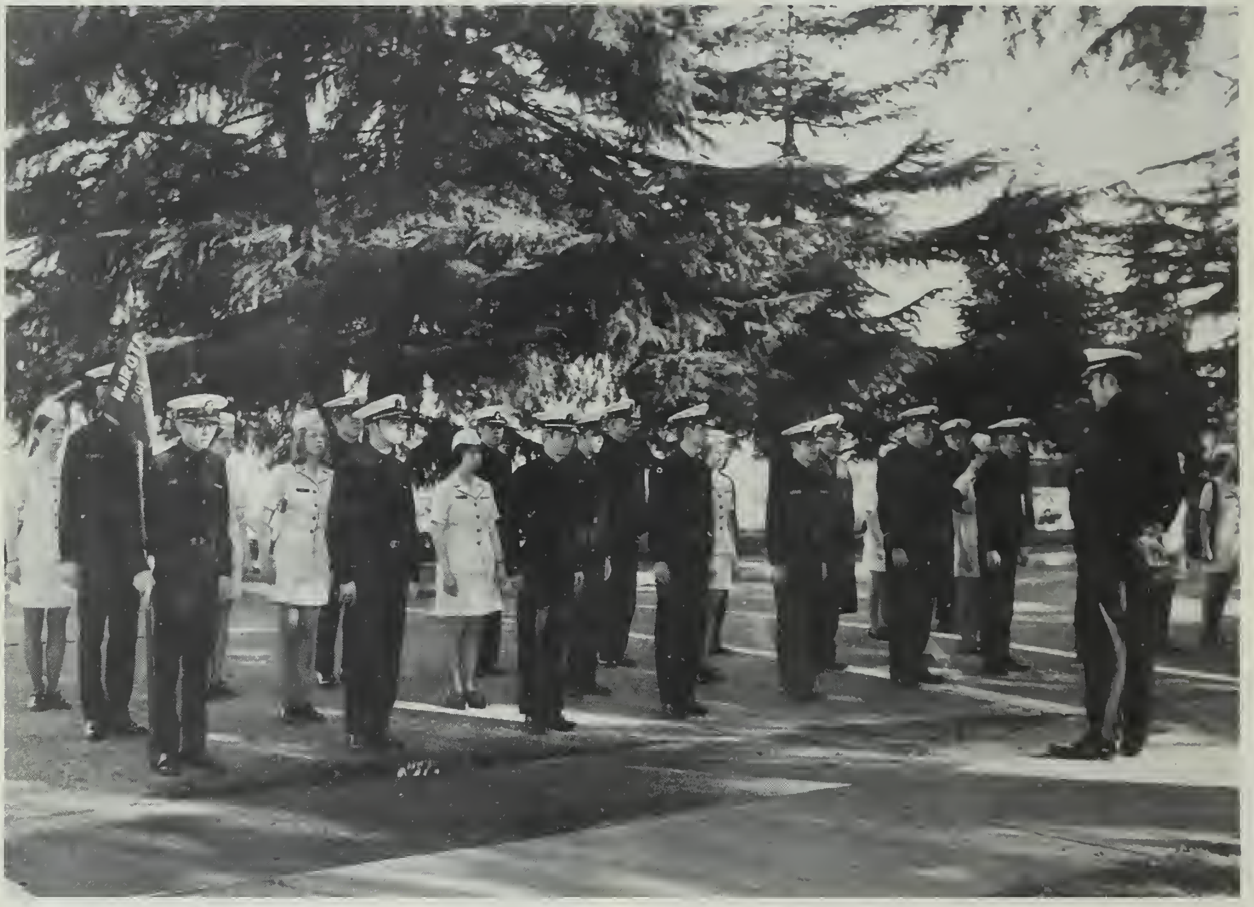
The students also learned that the P-3 has served since 1962 as the Navy's primary long-range patrol and antisubmarine warfare aircraft, that Patrol Squadron 31 is basically a combat replacement squadron, and that the unit's mission is to train new and old flight crews.

Seeing a Navy ASW aircraft in the rugged environment of Montana might be considered somewhat far out. But, as a recruiting tool, it does very nicely.

— Story and photos by PH1 J.A. Davidson, USN

Left: Navy P-3 Orion patrol aircraft takes groups of recruit applicants for a mile-high ride. Below: The flight enables applicants to observe antisubmarine electronic equipment aboard the plane.

It's Coed... NJROTC



Sixty-one cadets — 39 males and 22 females — from Billings, Mont., have received a six-day view of Navy life during a visit to the Sand Point Naval Support Activity in Seattle, Wash., and the Naval Air Station in nearby Whidbey Island.

They came to the Puget Sound area as members of the Naval Junior Reserve Officers Training Corps (NJROTC) from Billings Senior and West High Schools. The NJROTC is designed to familiarize young men and women from high schools with Navy life and leadership and citizenship.

At Sand Point, the cadets slept in Navy barracks, ate in the mess hall and took advantage of the station-offered activities such as bowling and basketball.

After being welcomed by the commandant of the 13th Naval District, Rear Admiral Thomas E. Bass III, the cadets began an active week that included tours of an aircraft construction plant in Renton, Wash., to see Navy hydrofoils being built and the 747 aircraft production line. They also toured the Seattle Science Center, the Puget Sound Naval Shipyard and the battleship USS *Missouri* in Bremerton. The cadets got their "sea legs" during a six-hour cruise in Puget Sound aboard the Coast Guard buoy tender *Fir*.

Their week concluded with a two-day tour of the Whidbey Island Naval Air Station where they saw the Navy's attack aircraft, the A-6 *Intruder* and electronics countermeasures EA-6B *Prowler*.

THE BENEFITS YOU RATE AS A VETERAN

There are many benefits that you rate during your tour of active service in the Navy. There are other benefits you will rate in retirement. Your dependents also have rights and benefits because of your status as a member of the naval service. However, there are still more rights, benefits and services you will rate as a veteran. For a listing, see the roundup on the following pages.

VETERANS BENEFITS

Are you looking ahead to retirement? Are you getting out of the Navy soon? What are your plans? Want to go to college, buy a house, start a business? Do you need medical assistance, insurance or help in finding a job? These and other benefits are available to certain veterans and their dependents through the Veterans Administration and other agencies. The following articles take a detailed look at these benefits. Most of them may be applied for by writing or visiting your local Veterans Administration office. If the VA does not administer a particular program, where and how to apply are indicated.

Articles discussing individual benefits are arranged under the following headings: (1) Employment; (2) Education; (3) Medical/Dental Care; (4) Loans; (5) Insurance; (6) Disability; and (7) Death and Burial; A VA Timetable (showing time limits after separation from service within which to remain eligible for certain benefits) and a list of VA offices are also given.

One important point should be mentioned here: In order for any VA benefits (except insurance) to be payable to a veteran or his dependents, the period of service upon which entitlement is based must be terminated under conditions other than dishonorable. *Honorable* and *general* discharges qualify the veteran as eligible for benefits. *Dishonorable* discharges are a bar to VA benefits. *Undesirable* and *bad conduct* discharges may or may not qualify depending upon a

ALABAMA
Montgomery 36104
474 S. Court St.

ALASKA
Juneau 99801
Federal Bldg., U.S. Post
Office & Courthouse
P.O. Box 1288
709 W. 9th St.

VAO, Anchorage 99501
Rm. 214, Loussac-Sogn Bldg.
429 D St.

ARIZONA
Phoenix 85025
Federal Bldg.
230 N. 1st Ave.

ARKANSAS
Little Rock 72201
Federal Bldg.
700 W. Capitol Ave.

CALIFORNIA
Los Angeles 90024
11000 Wilshire Blvd.

USVAC, Compton 90220
Old Post Office Bldg.
101 S. Willowbrook Ave.

USVAC, Los Angeles 90063
E. Los Angeles Service Ctr.
929 N. Bonnie Beach Place

VAO, San Diego 92101
2131 3rd Ave.

San Francisco 94103
49 4th St.

COLORADO
Denver 80225
Building 20
Denver Federal Center

CONNECTICUT
Hartford 06103
450 Main St.

DELAWARE
VAC, Wilmington 19805
1601 Kirkwood Highway

DISTRICT OF COLUMBIA
Washington 20421
2033 M St., N. W.

USVAC, Washington 20002
Room 300
25 K St., N. E.

FLORIDA
VAO, Jacksonville 32201
Post Office & Courthouse
Bldg., 311 W. Monroe St.

VAO, Miami 33130
Rm. 100, 51 S.W. 1st Ave.

St. Petersburg 33731
P.O. Box 1437, 144 1st Ave.,
South

GEORGIA
Atlanta 30308
730 Peachtree St., N.E.

HAWAII
Honolulu 96801
P.O. Box 3198
680 Ala Moana Blvd.

IDAHO
Boise (RO) 83724
Federal Bldg. & U.S.
Courthouse
550 West Fort St.-Box 044
Boise (H) 5th and Fort St. 83707

ILLINOIS
Chicago 60680
P.O. Box 8136
2030 W. Taylor St.

INDIANA
Indianapolis 46204
36 S. Pennsylvania St.

IOWA
Des Moines 50309
210 Walnut St.

KANSAS
VAC, Wichita 67218
5500 E. Kellogg

KENTUCKY
Louisville 40202
600 Federal Place

LOUISIANA
New Orleans 70113
701 Loyola Ave.

VAO, Shreveport 71130
510 E. Stoner Ave.

MAINE
VAC, Togus 04330

VAO, Portland 04111
76 Pearl St.

MARYLAND
Baltimore 21201
31 Hopkins Plaza

MASSACHUSETTS
Boston 02203
John Fitzgerald Kennedy
Federal Bldg.
Government Center

VAO, Springfield 01103
1200 Main St.

MICHIGAN
Detroit 48232
P.O. Box 1117A
801 W. Baltimore at 3rd

MINNESOTA
VAC, St. Paul 55111
Federal Bldg., Ft. Snelling

MISSISSIPPI
VAC, Jackson 39216
1500 E. Woodrow Wilson Dr.

MISSOURI
VAO, Kansas City 64106
Federal Office Bldg.
601 E. 12th St.

St. Louis 63103
Rm. 4705, Federal Bldg.
1520 Market St.

special determination made by the VA, based on the facts of each case, as to whether the veteran was separated from service under "dishonorable conditions" or "other than dishonorable conditions."

No matter what you plan to do after you leave the Navy, take a look at what's available to you and your family as a veteran. You may discover some things which will brighten your future.

Where to Go or Write for Help

For information or assistance in applying for veterans' benefits write, call or visit one of the offices listed. Veterans residing in foreign countries, except the Republic of the Philippines, should contact the nearest American Embassy or Consulate. Local representatives of the various veterans' organizations, and the Red Cross, also have information and application forms available. Be certain to supply your ZIP code in all correspondence.

GI life insurance is administered at the VA Center in St. Paul or Philadelphia. For any information concerning a policy, write directly to the VA office administering it, giving the insured's policy number if known. The insured's full name, date of birth, and social security number should be given if the policy number is not known.

All addresses are those of regional offices unless one of the following abbreviations is used: VAO, VA Office; USVAC, United States Veterans Assistance Center; VAC, VA Center.

Unemployment Compensation

There's always a chance that upon your release from active duty you may not have a job waiting for you. If so, you may wish to claim unemployment compensation to help meet your basic needs until employment is found.

Application should be made immediately after leaving the service at the local state employment service office in the state in which you wish to file. Be sure to take along your DD Form 214 to establish your type of separation from the Navy. You will learn that, while state laws vary with regard to the amount of compensation authorized, all states require that veterans have 90 days or more of continuous active service and must have been discharged or released from the military under conditions other than dishonorable. The 90-day limit does not necessarily apply in cases where an

MONTANA
VAC, Fort Harrison 59636

NEBRASKA
Lincoln 68508
220 S. 17th St.

NEVADA
VAC, Reno 89502
1201 Terminal Way

NEW HAMPSHIRE
Manchester 03103
497 Silver St.

NEW JERSEY
Newark 07102
20 Washington Pl.

NEW MEXICO
Albuquerque 87101
500 Gold Ave., S.W.

NEW YORK
VAO, Albany 12201
Executive Park
North Stuyvesant Plaza

Buffalo 14202
Federal Bldg.
111 W. Huron St.

New York City 10001
252 7th Ave.

VAO, Rochester 14614
100 South State St.

VAO, Syracuse 13202
Gateway Bldg.
809 S. Salina St.

NORTH CAROLINA
Winston-Salem 27102
Wachovia Bldg.
301 N. Main St.

NORTH DAKOTA
VAC, Fargo 58102
21st Ave. & Elm St.

OHIO
VAO, Cincinnati 45202
Rm. 1024, Federal Off. Bldg.
550 Main St.

Cleveland 44199
Federal Office Bldg.
1240 E. 9th St.

VAO, Columbus 43215
360 S. 3rd Ave.

OKLAHOMA
Muskogee 74401
2nd & Court Sts.

VAO, Oklahoma City 73102
200 N.W. 4th St.

OREGON
Portland 97204
426 S.W. Stark St.

PENNSYLVANIA
VAC, Philadelphia 19101
P.O. Box 8079
5000 Wissahickon Ave.

Pittsburgh 15222
1000 Liberty Ave.

VAO, Wilkes-Barre 18701
19-27 N. Main St.

PHILIPPINES
Manila 96528
1131 Roxas Blvd.
APO San Francisco

PUERTO RICO
VAC, San Juan 00936
Barrio Monacillos
Rio Piedras

RHODE ISLAND
Providence 02903
Fed. Bldg., Kennedy Plaza

SOUTH CAROLINA
Columbia 29201
1801 Assembly St.

SOUTH DAKOTA
VAC, Sioux Falls 57101
2501 W. 22nd St.

TENNESSEE
Nashville 37203
U.S. Courthouse
801 Broadway

TEXAS
VAO, Dallas 75202
U.S. Courthouse and
Fed. Office Bldg.
1100 Commerce St.

Houston 77061
515 Rusk Ave.

VAO, Lubbock 79401
Fed. Bldg.
1205 Texas Ave.

VAO, San Antonio 78285
410 S. Main Ave.

Waco 76710
1400 N. Valley Mills Dr.

UTAH
Salt Lake City 84111
125 S. State St.

VERMONT
VAC, White River Jct. 05001

VIRGINIA
Roanoke 24011
211 W. Campbell Ave.

WASHINGTON
Seattle 98121
6th & Lenora Bldg.

WEST VIRGINIA
Huntington 25701
502 8th St.

WISCONSIN
Milwaukee 53202
342 N. Water St.

WYOMING
VAC, Cheyenne 82001
2360 E. Pershing Blvd.

individual is released due to a service-connected disability.

Compensation is regulated by state law, not by the Veterans Administration. Compensation is provided only to those individuals who are able to work and are available to work. Because of this, benefits generally are not paid to persons receiving certain educational assistance or vocational subsistence allowances from VA. If this concerns you, find out the details when you apply for your compensation eligibility.

Job Finding Assistance

If no preservice job is waiting for you upon your discharge, the Veterans Administration may be able to assist you in finding employment through such facilities as job marts, on-the-job training programs and apprenticeship opportunities.

VA Regional and Veterans Assistance Centers work in conjunction with the Department of Labor to provide job counseling and placement services. These programs are administered through your local veterans' employment representatives in local State Employment Services Offices. While these services are available to all citizens, as a veteran, you will receive priority referral for training programs and job openings. First considerations above all are given to the disabled veteran.

Reemployment Rights

Of primary concern to you upon leaving the service quite naturally will probably be employment. You may have had a good paying job or one you just enjoyed before coming into the Navy. Perhaps you would like to return to that same job. It's possible, since under certain conditions veterans are permitted to return to their previously held jobs through the Veterans Reemployment Rights.

Veterans Benefits Timetable

You have . . .	To Apply For . . .
8 years	GI Education benefits.
No time limit	GI loans.
No time limit	Disability compensation.
No time limit	Medical care.
1 year	Dental treatment.
1 year (from date of notice of VA disability rating)	GI insurance.
120 days or up to 1 year if totally disabled	SGLI.
No time limit	Employment assistance.
Limited time	Unemployment compensation (varies among individual states).
90 days	To claim reemployment with a former employer

Here are the guidelines.

First of all, the job you held before joining the Navy must have been one of a permanent nature, not temporary. Further, you must have served up to, but not more than, five years' military service (since 1 Aug 1961), provided that any service over four years was at the request of and for the convenience of the government. This would apply primarily to individuals who entered the Navy after being called up by their draft board.

Naturally, you must have been honorably discharged — and must be qualified to fill the job or, if disabled while in service, be willing to perform some other job in the employer's organization that offers comparable seniority, status and pay.

In other words, the Reemployment Rights aid in restoring your employment position, the one you would have reached had you not entered the service, or in another position of like seniority, status and pay. This includes all benefits due after reemployment which could have accrued along with your seniority. These rights also protect you against job loss without cause for up to one year, or six months in the case of certain Reservists.

Reemployment rights are available to former employees of both private industry and federal agencies, but they are not automatic, You must apply to your preservice employer within 90 days after separation from active duty. If you spent time in a hospital just before your release from active duty, you may have up to one year to apply. However, Reservists returning from initial active duty for training of three consecutive months or more have only 31 days in which to apply. Those returning from other types of military training duty must report back to work the next regularly scheduled work period after returning home.

If assistance is required in obtaining reemployment in private industry, you may contact any field office of the Labor-Management Service Administration or write directly to the Office of Veterans Reemployment Rights, Labor-Management Services Administration, U. S. Department of Labor. For federal reemployment questions, contact the U. S. Civil Service Commission or any Federal Job Information Center.

Federal Civil Service Preference

If you seek a federal job after military service, there are certain benefits you may derive from your time in the service. In competitive examinations the veteran's passing score is augmented by either 5 or 10 points. Disabled veterans receive 10 points and all others discharged under honorable conditions receive 5. In addition, veterans with no more than 14 years of school may receive special noncompetitive consideration under the Veterans Readjustment Appointment program. Federal employees with veterans' preference also receive additional employment and career benefits as a result of their military service.

The Civil Service Commission has established a nationwide network of Federal Job Information Centers to assist anyone interested in federal employment. If there is a center in your city it will be listed under the United States Government listing in the telephone directory. If none is listed, you may obtain toll-free telephone service by dialing the 800-555-1212 telephone information number or ask your local telephone operator for dialing instructions. You will receive current and complete job information as well as the necessary application forms either by a personal visit or a telephone call to any of the Federal Job Information Centers.

GI Bill for Education

When you get out of the Navy, even if you were in for 30 years, you'll probably be thinking about going back to school. You may want to pick up a high school diploma, gather a few college credits, go for a degree, get vocational training, or even learn to fly. If you're even thinking about any of these things, the GI Bill is for you, and the benefits are better than they ever have been.

A veteran who has not completed high school and wants to do so may receive GI bill assistance without that assistance being deducted from his total allotment. GI bill benefits are awarded on the basis of 1½ months, or the equivalent in part time training, for each month of service after 31 Jan 1955 and not to exceed 36 months. Payments are made on a monthly basis, depending on the amount of time the training takes (that is, whether you are a part-time or full-time student) and the number of dependents a veteran has (see table).

GI Bill Rates

	No dependents	1 dep.	2 dep.	Each additional dependent
Full-time	$220	$261	$298	$18
Three-quarter	165	196	224	14
Half-time	110	131	149	9
Cooperative	177	208	236	14
Apprenticeship, on-the-job training				
1st 6 months	160	179	196	8
2nd 6 months	120	139	156	8
3rd 6 months	80	99	116	8
4th 6 months	40	59	76	8
Farm cooperative				
Full-time	177	208	236	14
Three-quarter	133	156	177	11
Half-time	89	104	118	7
Active duty—less than half-time				Tuition cost, not to exceed full-time rate of $220.
Correspondence and flight training				90 per cent of charges; monthly entitlement charge—$220.

With high school out of the way then, veterans can go to college or into a vocational field with the assurance of a monthly stipend. The educational institution attended, whether inside or outside the United States, must be specifically approved for the enrollment of veterans. Most public or private elementary, high, vocational, correspondence or business schools, junior or teachers colleges, normal schools, colleges or universities, professional, scientific or technical institutions or any other institution providing education at a secondary level or above will fit under this provision, but it's always best to check with the VA to make sure. If the school is outside the United States, the course must lead to a college degree. Veterans have eligibility for these benefits for eight years after their release or until 31 May 1974, whichever is later. Veterans enrolled in cooperative, on-the-job, correspondence or flight training have a delimiting date of 31 Aug 1975.

Veterans may also enroll in a cooperative program — one which combines formal education with training at a business or industrial establishment with emphasis on the institutional portion. Farm cooperative training, a program consisting of institutional agricultural courses and concurrent agriculture employment, is also open to the veteran at the rates shown in the table.

An eligible veteran may pursue, on a full-time basis

only, an approved program of apprenticeship or on-the-job training, as long as it has been approved by the state. The employer's wages shall be at least one-half of the wages paid for the specific job and should be increased on a regular schedule until the veteran is receiving 85 per cent of the wages for that job by at least the last full month of his training period.

An eligible veteran may take an approved course of flight training generally accepted as necessary to attain a recognized vocational objective in the field of aviation or where recognized as ancillary to the pursuit of another vocation. Educational assistance allowance for flight training is computed at the rate of 90 per cent of the established charges for tuition and fees which nonveterans are required to pay. Flight training as part of an approved college degree program is also available.

Educational counseling and tutorial assistance are also available under the GI bill. The VA will help you find a school with your interests and for which you are qualified. Veterans in training above the high school level at educational institutions on a half-time or more basis and who are in need of tutorial assistance may qualify for payments not to exceed $50 a month for a maximum of $450 with no charge against basic entitlement.

Education for certain orphans, wives and widows

Orphans, wives and widows of deceased or totally disabled or MIA veterans may be eligible for some educational benefits from the VA. A total of 36 months of training is available to these people at monthly rates of $220 for full-time study, $165 for three-quarter time and $110 for half-time. Less than half-time is limited to tuition cost not exceeding $220. Those enrolled in full-time cooperative courses can receive $177 a month.

An eligible dependent child can receive VA educational or vocational counseling to assist him or her in the selection of a course of study and an institution. An educational plan must be submitted by or for the eligible child showing the selected goal, the program of education, school or schools he plans to attend, and an estimate of the total cost of the education, and that plan becomes part of the application for aid.

Those eligible are generally widows of deceased veterans, wives of living veterans and children of either between 18 and 26 years old when the death or permanent and total disability was the result of service in the Armed Forces; wives and children of servicemen missing in action, and dependents of those captured in the line of duty or forcibly detained or interned in the line of duty by a foreign power for more than 90 days. If eligible children under 18 have graduated from high school or are above the age of compulsory school attendance, the VA may begin this schooling before they reach age 18. In some instances, handicapped children may begin a special vocational or restorative course as early as age 14.

Credit for Service Education, experience

Veterans getting out of service and desiring to receive a high school diploma should check with the Office on Educational Credit (OEC), formerly the American Council on Education's Commission on Accreditation of Service Experiences. Those who do sometimes find they've discovered a gold mine. First of all, the OEC conducts a General Educational Development Testing Service (GED) examination which is administered in connection with the high school equivalency testing programs conducted by state departments of education.

The primary use of the GED tests is to appraise the educational achievements of adults who have not completed their formal high school education. By achieving satisfactory scores, veterans (and other adults) may earn a high school equivalency certificate, qualify for admission to college, meet educational requirements for employment or promotion in certain industries, and meet regulations of state and local boards of licensing examiners for admission to licensing exams.

More importantly for those vets who have high school diplomas and have been through service training schools or programs, the OEC evaluates service training programs and makes recommendations to colleges on how much college credit they may be worth. The recommendations are recommendations only, not requirements that a particular college accept the evaluations. A college or university may or may not decide to go along with the recommendation. Indications are that 1600 institutions award some credit based on the OEC recommendations.

If a veteran is applying to a college, he should supply that college with information about any "A," "B," "C" schools or other training programs he has participated in and ask the school to check with the commission on how much credit this may be worth.

Finally, an accumulation of college credits, work experience, correspondence courses and achievement test scores may be enough already for an associate degree. The New York State Regents External Degree Program has been established to evaluate the things listed above and award associate's degrees on the basis of a person's total life experience. So far, more than 600 such degrees have been awarded, and many of those who receive degrees have never attended any New York universities or colleges. Veterans interested in this program should check with their VA educational counselor.

Hospitalization

A stay in the hospital is never pleasant, and always expensive. If you are a veteran, and can meet certain eligibility qualifications, the Veterans Administration can help solve at least the second problem. VA hospital facilities are limited though, and admission priorities and qualification restrictions must be set.

Top priority for admission to a VA hospital goes to veterans with injuries or diseases incurred or aggravated in the line of duty while in active service who are being hospitalized for that injury or disease.

Next are veterans who were discharged or retired for disability incurred or aggravated in the line of duty or who are receiving compensation (or would be eligible to receive compensation, except retirement pay) who need treatment for some ailment *not* connected with their service.

Third priority is for veterans who were not discharged or retired for disability, need hospitalization for nonservice disability and are in one of the following catagories: (1) Served during any war or the post-Korean conflict. (2) served in peacetime and were awarded the Medal of Honor and, (3) are 65 years of age or older.

The VA also provides nursing home care for veterans who have received maximum hospitalization benefits but need further care. It is furnished either at a VA facility or a private nursing home at VA expense. There is no time limit for veterans who were hospitalized primarily for service-connected conditions; otherwise, it is normally provided for up to six months.

GI Home Loans

The GI home loan program is one of the more popular benefits offered by the Veterans Administration. Its purpose is to assist eligible veterans and service personnel to buy, build, refinance or improve homes or purchase mobile homes.

There are certain eligibility requirements that determine a veteran's entitlement to a GI home loan, the first consideration being the date of your entry into military service and the length of your service.

World War II veterans must have served on active duty on or after 16 Sep 1940, and prior to 26 Jul 1947. Such a veteran must have had at least 90 days' total service, unless discharged earlier for service-connected disability, and a discharge or separation under other than dishonorable conditions.

Korean conflict veterans must have served on active duty at any time on or after 27 Jun 1950, and prior to 1 Feb 1955. Length of service and discharge requirements are the same as for World War II veterans.

Post-Korean and Vietnam veterans must have had at least 181 days of continuous service, any part of which occurred after 31 Jan 1955. Disability and discharge requirements are the same as for World War II and Korean conflict veterans.

Service men and women on active duty who have served beyond 181 days without a break in service are also eligible for loans. Reserve or national guard enlistees are not eligible since their service does not constitute "active duty," as defined in the governing law.

GI home loans are available also to unremarried widows and widowers of veterans or service personnel who served during World War II, Korean or Vietnam eras and died as a result of service-connected disabilities. In addition, spouses of service personnel on active duty who are officially listed as missing in action or prisoners of war and have been in such status for more than 90 days are eligible for GI loans to acquire homes. However, when official word is received that an individual is no longer listed as missing in action or captured, the spouse's entitlement ends. With this sole exception, loan entitlement is not subject to any expiration date.

The word "entitlement" as used here means the guaranty benefit available to you through the Veterans Administration with regard to securing a loan. In other words, the government is backing you, guaranteeing the repayment of the loan, and, in the event the loan is not repaid as provided in the loan instruments, the VA must then make good on the defaulted loan. In that event, the veteran or serviceman or woman loses the house, usually through foreclosure.

Although it may appear the VA is in the money lending business, such is not the case on guaranteed or insured loans. You must make your own arrangements for loans, through the usual lending channels, such as banks, savings and loan associations, savings banks, building and loan associations, mortgage loan companies, and the like.

The lender is then guaranteed by the Veterans Administration against loss, up to 60 per cent of the loan on a home with a maximum guaranty of $12,500. The guaranty applies to the purchase or construction of homes, including farmhouses, certain condominium units, refinancing of existing mortgage loans or liens secured of record on a home, and home repairs and improvements.

On mobile home loans, the amount of the guaranty is 30 per cent of the loan. The maximum loan amount is $10,000 for a mobile home unit, or $17,500 for a mobile home and developed lot. Use of the mobile home loan guaranty entitlement does not reduce the regular $12,500 home loan guaranty entitlement. However, any veteran obtaining a guaranteed mobile home loan cannot use his $12,500 guaranty entitlement to purchase a conventionally constructed home until the mobile home loan is paid in full.

Maximum interest rates on GI loans may vary from time to time. As of 22 Jan 1974, the rate was 8¼ per cent. The GI loan rate also applies to that portion of a mobile home loan which finances the purchase of a lot and the cost of necessary site preparation. Currently, the maximum interest rate is 12 per cent for loans which finance only the mobile home unit and loans that do not exceed $2500 made for necessary site preparations to a lot already owned by the veteran. Once a loan is made, the interest remains the same for the life of the loan.

In some rural areas and small communities, where private mortgage financing is not generally available, direct loans up to $25,000 may be obtained from VA. Certain veterans who are permanently disabled and who are also qualified for specially adapted housing grants may acquire a direct loan irrespective of location.

There is no limit on the amount of loan the VA may guarantee provided the loan does not exceed the value of the property as appraised by VA. One attraction most veterans like about GI loans is that no down payments are required by VA, although some lenders may have such requirements. The veteran or service man or woman should be prepared, though, to pay closing costs in cash at the closing of the loan.

The repayment period or maturity of GI home loans may be as long as 30 years. The maximum maturity for a mobile home loan is 12 years and 32 days. If a site is included in the mobile home loan, the maturity may go up to 15 years and 32 days.

Aside from the fact that veterans or service personnel are not required to make any down payments for home loans, what is it really worth to apply for a GI loan? Base your decision on these safeguards provided by the Veterans Administration:

- Homes completed less than a year before purchase with GI financing must meet or exceed VA minimum requirements for planning, construction and general acceptability.
- The VA may suspend from participation in the loan program those lenders, builders or developers who take unfair advantage of borrowers or decline to sell new homes to, or make loans to, credit-worthy, eligible veterans and service personnel because of race, color, creed, national origin or sex.
- On a new home, the builder is required to give the purchaser a one-year warranty that the home has been constructed in substantial conformity with VA approved plans and specifications. A similar warranty is required to be given in respect to new mobile homes.
- In instances of new homes constructed under VA or FHA supervision, the VA may pay or otherwise compensate the borrower for correction of serious structural defects which develop within four years of the time the home loan is guaranteed or made.

The idea behind the GI home loan program is to assist you in providing adequate housing for you and your family rather than assist you in a primary means of investment. Therefore, when purchasing a home or a mobile home with a GI loan, you must certify that you intend to live in the home. This certification is made at the time of application for the loan and at the time you close the deal.

Earlier it was stated that a home loan could be made for as long as 30 years, which means your liability for payment of that loan is for 30 years. If you are the original borrower, you may be released from this liability upon selling the residential property to someone who is willing to assume all of your liabilities and who satisfies the VA that he is a good risk.

This release of liability, however, does not mean that you could have your GI home loan entitlement restored. The VA restores entitlement only where it no longer is liable on the guaranty and you are otherwise eligible for restoration. Your release from the liability of making loan payments to the lender does not change the fact that the VA continues to remain liable on the guaranty.

In planning to sell your home, you may take either of two steps to avoid future liability. First, you can arrange for your GI loan to be paid in full. Second, you can allow the purchaser to assume your GI loan and obtain a release of your liability on the loan from the holder of the mortgage and the Veterans Administration provided both agree.

You may apply to the VA for a release from liability by submitting a request to the Veterans Administration regional office that processed your loan. No special form is needed. However, the request should include the VA loan number, if known (it is shown on the reverse of your certificate of eligibility), the address of the property, the name and address of the proposed purchaser, and the name and address of the holder of the mortgage.

Homes for Disabled

Certain disabled veterans of wartime or peacetime service may be entitled under specific conditions to a grant from the VA for a "wheelchair home" especially adapted to their disabilities. The grant may not be more than 50 per cent of the cost of their homes, up to a maximum of $17,500. This grant must be used to pay part of the cost of building or buying such homes, or to remodel existing dwellings for their requirements. The grant also may be used to pay off the indebtedness of such homes already acquired by eligible veterans.

To be eligible for a grant, the veteran must have a service-connected disability due to war or peacetime service which occurred since 1898, and which entitles him to compensation for permanent and total disability. The conditions under which physical disability determines entitlement basically require that the veteran rely on a wheelchair to move about. Any VA office can provide additional information.

Business and Farm Loans

There are several avenues one may take in obtaining financial assistance or business guidance outside of that provided by the Veterans Administration. Among them are the Federal Housing Administration (FHA) of the U. S. Department of Housing and Urban Development, the Farmers Home Administration of the U. S. Department of Agriculture and the Small Business Administration.

The FHA gives veterans certain advantages with respect to down payment requirements in obtaining FHA-insured mortgages. Veterans eligible for VA loans should check into this through their local VA office.

Individuals who are unable to obtain credit from other sources on terms and conditions they can meet for buying a farm, or a house in rural areas or towns of up to 10,000 population may find some useful answers through the Farmers Home Administration of the Department of Agriculture. Local offices of the agency, usually located in county seats, should be contacted for further information.

The Small Business Administration has a number of programs designed to help foster and encourage small business enterprise, including businesses owned or operated by veterans. SBA also assists veterans in becoming owners of their own small businesses through financial and management guidance. Most SBA loans are made under its Loan Guaranty Program through which money is advanced to the veteran by a bank with SBA guaranteeing up to 90 per cent of the total amount.

You may obtain information on any of SBA's programs from any of its national network of more than 70 field offices. Check the U. S. Government section of your local phone book for the address of the nearest SBA office. Information they provide is free.

GI Life Insurance

Throughout this century the government has set up a number of insurance programs for servicemen and veterans. A number of these programs are still in effect and veterans should check with their local VA office to see exactly where they stand with regard to government insurance. These programs include U.S. Government (USGLI), National Service (NSLI), Veterans Special (VSLI), Service Disabled (SDVI), Veterans Reopened (VRI), Servicemen's Group (SGLI) and Veterans Mortgage (VMLI). The last two policies are discussed in separate sections.

NSLI (V) policyholders are now able to use their dividends to purchase paid-up additional coverage amounting to more than the previous $10,000 limit. Under certain circumstances, all former policyholders who have been on continuous active duty may replace an expired term policy or replace, or reinstate, a permanent plan of insurance which was surrendered for its cash value while on active service. The applicant must apply while he is in service or within 120 days of his release.

Service Disabled Veterans Insurance, which is non-participating insurance, is issued to veterans separated from the service on or after 25 Apr 1951, with service-connected disabilities, who are in good health except for such disabilities. Application for this insurance must be submitted within one year from the date of notification by the VA that a disability is service-connected.

Moreover, most lapsed term policies may be reinstated within five years from the date of the lapse. Any term policy which is in force may be converted to a permanent plan if requirements are met. NSLI policyholders, however, are not eligible to convert to an endowment plan while totally disabled.

A Modified Life at age 65 plan of insurance is available to NSLI policyholders. Premiums for this plan remain the same throughout the premium-paying period, while the face value reduces by 50 per cent at age 65. If desired, the reduced amount may be replaced with a special ordinary life plan for an additional premium. Another plan, Modified Life at age 70, is also available.

The VA also has information on dividends, guaranteed permanent plan policy values, interest on policy loans, premium waivers — for total or permanent disability — and total disability income provisions.

Servicemen's Group Life Insurance

All members of the uniformed services are automatically insured by SGLI for $15,000 unless they specifically elect for only $10,000 or $5,000 or no insurance.

Premiums are deducted directly from paychecks. Those insured are covered throughout their period of service and for the first 120 days following separation without additional premiums. Those who are separated totally disabled will have their SGLI remain in effect for a year or until the disability ceases to be total, whichever occurs first.

The full time active duty group coverage can be converted to an individual policy at standard premium rates — regardless of health — with any of the participating companies licensed to do business in the veteran's home state. Application and premium payment must be made within 120 days after separation and the coverage will take effect on the 121st day.

Veterans Mortgage Life Insurance

Two years ago, Congress established a program of group type mortgage life insurance for those veterans who have been granted or will be granted a specially adapted housing grant, primarily for paraplegics. The law provides for a maximum of $30,000 insurance to the veteran's 70th birthday. to cover a mortgage.

Premiums are deducted from VA benefit payments or paid directly, if the veteran does not draw compensation, and will continue until the veteran reaches age 70 or dies. If a mortgage is disposed of through liquidation or sale of the property, any unused portion of the life insurance coverage may be used on the mortgage of a second or subsequent home.

Outpatient Medical Treatment

If you leave the Navy before being eligible for retirement, you lose the benefit of outpatient medical treatment at naval medical facilities. However, if you are discharged or separated with a disability incurred or aggravated while in the service, the Veterans Administration may make this care available. The VA can prescribe outpatient medical treatment only before admission to, or following discharge from, a VA hospital. You may also be furnished prescription drugs or medicine under the same circumstances.

War veterans with total and permanent, service-connected disabilities, those receiving aid and attendance or housebound allowances, Spanish-American War veterans, and disabled veterans training under the Vocational Rehabilitation Act may also be entitled to this treatment.

Outpatient Dental Treatment

If you meet the eligibility requirements for VA outpatient medical treatment, you are generally eligible for outpatient dental treatment too. There are some additional cases in which you may apply.

If your dental condition or disability is service-connected and you are entitled to receive compensation for it, you may apply at any time. But, if the condition is service-connected and existed when you were discharged or released from active service, but not serious enough to be compensable, you must apply to the VA for outpatient care within one year after discharge or release. An extension will be granted in some cases.

Outpatient treatment for service-connected, non-compensable dental conditions resulting from combat wounds, service injuries or for former prisoners of war may be applied for at any time. If you have a nonservice-connected dental condition which is directly related to or aggravating a service-connected condition, you may also apply for outpatient treatment at any time.

Disabled veterans training under the Vocational Rehabilitation Act and Spanish-American War veterans may also receive outpatient dental treatment at any time.

Domiciliary Care

The Veterans Administration provides domiciliary care to veterans with active military service who are disabled because of age or disease, but not seriously enough to require hospital or nursing home care. It gives these veterans a home where they can take care of themselves and still have the special care they may need available.

Eligibility requirements are about the same as for VA hospital treatment, with a few exceptions. Among them: War and post-Korean conflict veterans must have disabilities that prevent them from earning a living.

Peacetime veterans must be permanently disabled, have been discharged for a disability incurred in line of duty or be receiving compensation for a service-incurred or aggravated disability (or have been awarded the Medal of Honor). They must have no adequate means of support and be unable to earn a living for themselves.

Drug Treatment

Individuals who have served in the military and have a drug problem may go to the Veterans Administration for help. Any veteran may be admitted to any VA hospital or to one of over 50 VA drug dependence treatment facilities for outpatient and/or inpatient care.

Prosthetic Appliances & Clothing Allowance

Veterans with active military service who need prosthetic appliances may be eligible to obtain them from the Veterans Administration. You must meet the basic requirements for outpatient medical care, or be receiving hospital, domiciliary or restoration care. Need for the prosthetic appliance may be established for a number of reasons, among them, service-connected disabilities and disabilities associated with and aggravating a condition for which hospitalization was authorized.

If you receive compensation because of a service-connected disability for which you wear or use a prosthetic or orthopedic appliance (including a wheelchair) which tends to tear or wear out your clothing, you may also be paid a $150 annual clothing allowance by the VA.

Compensation for Service-Connected Disability

If you are disabled by a service-connected injury or disease during wartime or peacetime you may be entitled to monthly compensation payments from the Veterans Administration.

Payments are based on the degree to which you are disabled, and range from $28 per month for 10 per cent disability, to $495 per month for total disability. In addition, specific rates up to $1232 per month are paid if certain severe disabilities are suffered. These are judged on an individual basis.

Veterans whose service-connected disability is rated at 50 per cent or more are also entitled to additional allowances for dependents. These payments are made at the same ratio that the degree of disability bears, to a full 100 per cent.

Pension for Nonservice-connected Disability

You may be eligible to receive a pension from the Veterans Administration for nonservice-connected disability. You must have served 90 or more days during wartime, and be permanently and totally disabled. Veterans 65 years of age or older are presumed to be permanently and totally disabled and need not submit medical proof. "Wartime" for this pension is specific periods determined by the VA during the Mexican Border Period, World Wars I and II, the Korean conflict and Vietnam era.

The amount of the pension is based on your yearly income and the number of your dependents. It ranges from $28 per month for a veteran with no dependents earning $2600 per year, to $164 per month for a veteran with three or more dependents earning less than $500 per year. No pension is paid to a single veteran with a yearly income over $2600, or a veteran with dependents, whose yearly income is over $3800.

Along with this pension you may also receive additional monthly payments of $44 a month if you are housebound, or $110 a month if you need regular aid and attendance.

Vocational Rehabilitation

Supporting yourself if you are disabled may be difficult if you cannot get special training. The Veterans Administration offers vocational rehabilitation to certain disabled veterans who served during World War II, the Korean and Post-Korean conflict, the Vietnam Era and in some periods of peacetime.

To be eligible, your disability must be service-connected, incurred while on active duty and entitling you to compensation. The VA makes final determination on eligibility, in-service periods, cutoff dates for the benefit, and extensions of time.

Vocational rehabilitation training will be given at a school or college, on the job or farm, in institutions or a combination of school and job training. Training can be up to four years in length — more in special cases. Before actual training begins, you will be given counseling to assist in selection of a suitable occupation and development of a specific rehabilitation plan.

The program also provides a subsistence allowance in addition to your regular disability compensation, tuition, books and fees while in training and for two months after rehabilitation.

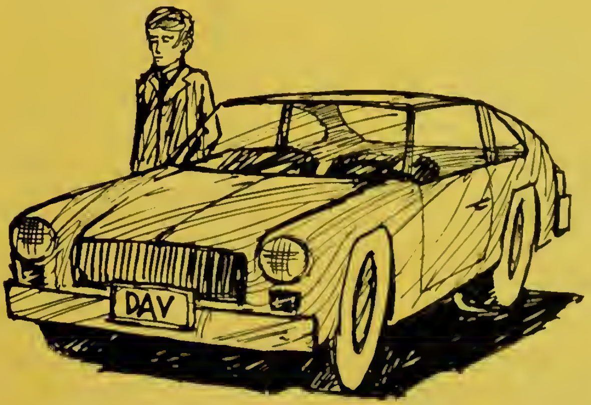
Aid for the Blind

Sightless veterans with active military service who are entitled to receive compensation from the Veterans Administration for any service-connected condition, increased pension for regular aid and attendance, or increased pension because they are permanently housebound, are eligible to receive aid for the blind from the VA.

Benefits consist of electronic and mechanical devices, their repair and replacement, and guide dogs, including the expense of training the veteran to use the dog, and the cost of the dog's medical attention.

Automobiles and Other Conveyances

To help keep disabled veterans from becoming immobile or dependent upon others for transportation, the Veterans Administration will pay up to $2800 toward the purchase of an automobile or other conveyance. Adaptive equipment for the handicapped on a new or previously acquired automobile will also be maintained or replaced.



veterans benefits

Veterans of World War II, the Korean and post-Korean conflict, the Vietnam era and current servicemen are eligible. You must suffer from service-connected loss or loss of use of one or both hands or feet, or permanent impairment of vision of both eyes to a prescribed degree. Those discharged or retired after 31 Jan 1955 must show that their disability is a direct result of the performance of active duty.

Commissary and Exchange Privileges

Honorably discharged veterans with 100 per cent service-connected disability, their dependents and unremarried widows are entitled to unlimited exchange and commissary store privileges. Certification of total disability will be given by the Veterans Administration. Assistance in completing DD Form 1172 (Application for Uniformed Services Identification and Privilege Card) may be provided by the Veterans Administration.

Death Benefits

It might be beneficial to your survivors if you were to outline ahead of time those death benefits offered by the Veterans Administration which you believe might apply in your particular case. Such a list maintained in your important papers file could prove immeasurably helpful and valuable to the individual you have chosen to settle your estate when the time comes.

The categories of benefits you might include, as discussed here, were in effect at this writing. However, laws change; therefore, what may be authorized today, may not be tomorrow. To be certain, instruct your executor to contact a VA representative as soon as possible after your death.

There are two types of compensation offered by the VA for survivors of deceased veterans of the Spanish-American War, the Mexican Border Campaign, World Wars I and II, the Korean conflict, Vietnam era, and peacetime service. They are titled Dependency and Indemnity Compensation, and Death Compensation. The latter applies only to veterans or servicemen who died before 1 Jan 1957. DIC pertains primarily to those veterans who died on or since that date from a disease or injury received in the line of duty while on active duty or, in the case of Reservists, on active or inactive duty for training. Persons entitled to death compensation may elect DIC, and usually do, since it pays more. DIC benefit payments are made to authorized widows, unmarried children under 18 and certain parents. Helpless children and those between 18 and 23 who attend VA-approved schools are also eligible to receive payments.

The rate of DIC payment for widows is based on the veteran's military pay grade at the time of his death, according to the following table:

Pay grade	Monthly rate	Pay grade	Monthly rate
E-1	$184	W-4	$262
E-2	189	O-1	232
E-3	195	O-2	240
E-4	206	O-3	257
E-5	212	O-4	272
E-6	217	O-5	299
E-7	227	O-6	337
E-8	240	O-7	365
E-9	251	O-8	399
W-1	232	O-9	429
W-2	241	O-10	469
W-3	249		

The rate payable to a widow with one child or more, is increased by $22 monthly for each child. The widow may also receive an additional $55 monthly if she is in need of regular aid and attendance. The amount for an eligible child depends on several factors, such as the number of children eligible, school attendance, health, and whether or not the widow has remarried.

DIC rates to parents range from $11 to $110 monthly depending upon their income and marital status. Payments are not made to parents living alone whose annual income is in excess of $2600, or living with a spouse with a combined annual income greater than $3800. Parents authorized payments may also be paid the additional $55 regular aid and attendance benefit if entitled.

Survivors eligible for the death compensation benefit payments may elect to receive DIC payments instead, by applying at any VA office.

There is a third survivors' benefit that pertains to deceased veterans of the Spanish American War, Mexican Border Period, World Wars I and II, Korean conflict, and Vietnam era. It's entitled "Non-Service-Connected Death Pension." This pension may be paid to eligible widows and children of veterans who died of causes not related to their service. However, the veteran must have served actively for more than 90 days, unless separated earlier due to a service-connected disability.

Payments to widows range from $21 to $96 monthly for a widow alone to $44 to $114 for a widow with one child. For each additional child, she may receive $18, plus $55 for aid and attendance, if entitled. These payments are based on the widow's annual income, with a ceiling of $2600 for a widow alone and a limit of $3800 for a widow with one child or more. If she has an income above these figures, she is not entitled to the pension. However, children of the veteran may be eligible for pension in their own right, providing their income is not more than $2000 annually and the size of their estates is not too large. Although allowance for one child is $44 per month with each additional child drawing $18, payments will be divided equally among the children.

Widows or persons having custody of the veteran's minor children should make inquiry at the nearest VA office following the death of the veteran, to establish their eligibility as recipients of this pension.

If a Navyman dies while on active duty or within 120 days after discharge, due to a specific cause related to his active service, his surviving next-of-kin receives a gratuity payment from the Navy, a sum equal to six months' pay, not less than $800, nor more than $3000.

The Veterans Administration may also provide a burial allowance up to $250 where a veteran dies of a service-connected disability or who was: (A) a veteran of any war; (B) discharged from active service for disability incurred or aggravated in line of duty; or (C) in receipt of (or but for the receipt of retirement pay would have been entitled to) disability compensation. In addition, an amount not exceeding $150 may be payable as a plot or interment allowance only when the veteran is not buried in a national cemetery or other cemetery under the jurisdiction of the United States Government. If the veteran dies as a result of a service-connected disability or disabilities, the Veterans Administration may pay an amount not exceeding $800 to help pay burial and funeral expenses. This amount is in lieu of the $250 basic burial allowance and the $150 plot allowance.

Because of the amount of available space, burial in Arlington National Cemetery in Washington, D. C., has been limited since early 1967. Among those eligible to be buried there (including their wives and children) are persons who die on active duty, those retired from the Armed Forces and Coast Guard, Medal of Honor winners, Supreme Court judges, cabinet members and other elected government officials with honorable military service. Spouses, minor children and dependent adult children of those persons already buried in Arlington are also eligible.

Any VA office will assist in filing burial request applications to the nearest national cemetery or to Arlington; however, application should be made only at the time of death of the veteran or that of an eligible dependent.

A headstone or grave marker to be placed in a national cemetery only is available through the VA. It is provided free and will be shipped to the consignee designated on the application (DOD Form 1330). Applications go to the Commander, U. S. Army Memorial Affairs Agency, Attn: MEMA-HRE, Washington, D. C. 20315.

This same address is used to submit applications for memorial markers and memorial plots in national cemeteries. These may be furnished on application of a close relative recognized as the next-of-kin to commemorate any member of the Armed Forces who dies in the service and whose remains are not recovered and identified, or are buried at sea. The markers may be erected in a private cemetery plot provided by the family or in a memorial section of a national cemetery.

It has become custom for an American flag to be draped over the casket of a veteran of service when requested by the family. The VA issues these flags which may be given to the next-of-kin or close friend or associate of the deceased. Flags may also be issued for veterans who are missing in action and later presumed dead. Application may be made at any VA office or at most post offices.

Correction of records

Generally, an application for correction of a service record must be filed within three years after discovery of the alleged error or injustice, but the Board may excuse the failure to file within three years after discovery if it finds it to be in the interest of justice. Applications should be submitted by the veteran, his heir or legal representative on DOD Form 149, which may be obtained at any VA office. If the claimant, his heir or legal representative files an application more than three years after discovery of the alleged error or injustice, he must include in his application the reasons why the Board should find it to be in the interest of justice to excuse the failure to file within three years.

Review of discharges

Within 15 years after discharge, veterans may apply to a Board of Review with authority to change, correct, or modify any discharge or dismissal from service that was not the result of a general court-martial and to direct issuance of a new discharge. Former service members who received undesirable discharges or punitive discharges based solely on drug use or possession of drugs for personal use have the opportunity to have these discharges reviewed for possible recharacterization to an "under honorable conditions" discharge.

If this happens, such individuals may avail themselves of the drug abuse medical treatment now offered by the VA. In applying for a review of discharge, the veteran or, if deceased, his surviving spouse, next of kin or legal representative should write to the branch of service concerned on DOD Form DD 293, which may be obtained at any VA office.

Social security credits

Monthly retirement, disability and survivors' benefits under Social Security are payable to a veteran and his family if he has earned enough work credits under the program. A lump sum death payment — generally $225 — also is made upon the veteran's death; plus, the veteran may qualify for Medicare's hospital insurance and medical insurance at age 65.

Active duty — or active duty for training — has counted toward Social Security credits since January 1957, when contributions were first withheld from a serviceman's basic pay, and servicemen and veterans receive an extra $100 a month credit for each month of active duty after 1956. No additional Social Security contributions are withheld from pay for these extra credits. Also, Social Security credits of $160 a month are given to most veterans who served after 15 Sep 1940 and before 1957.

All Hands Visits

NEW YORK CITY

That old recruiting expression about joining the Navy and seeing the world is still as true as ever. The opportunity for travel is still one of the major benefits obtained by being in the Navy. This is evidenced by the large number of recruits who come from the nation's middle states each year—many of whom have never seen the ocean. For example, two of the three top recruiting stations last year were in Denver, Col., and Little Rock, Ark.

Even if the Navy doesn't send you everywhere, it gives you an opportunity to go on your own. One example of this kind of traveler is ALL HANDS staffer JO2 Jim Stovall, who last year made it from Washington to Europe on his own (see February issue) and who recently spent a long weekend in New York City, again at his own expense. He has filed this report and the pictures.

One of the earliest accounts in America's history is the purchase of Manhattan Island by Dutch settlers from the Algonquin Indians in 1626. Director general of the New Netherlands colony, Peter Minuit, bought this nearly uninhabited piece of land for the equivalent of $24, in the form of bright cloth, beads, ornaments, tools and trinkets (their Dutch value was put at 60 guldens.)

In return the Dutch became the first immigrants to settle on the then lonely, tree-covered island which stretches 13 miles up the Hudson. Over a period of three and a half centuries, they were followed by millions of others who arrived on Manhattan's shores with visions of freedom, fortune, fame — and always adventure.

Today, not far from where Minuit made that purchase, land values are said to be the highest in the world. A square foot of Wall Street sells for about $600. The $24 that Minuit used to buy the entire island 350 years ago, now would barely get you a room for a night and breakfast the next day — unless you are a serviceman. Enlisted military people are still eligible for some of the best bargains left in New York City, making it one of the ideal liberty stops for the inquisitive traveler.

A traveling serviceman (E-6 and below) can find himself a clean room and plenty of people willing to help at the Soldiers', Sailors' and Airmen's Club right in the middle of Manhattan — all for only two dollars a night. The club is located at 283 Lexington Ave., within walking distance of the United Nations building, Times Square, Central Park, Penn and Grand Central Stations, the Empire State Building and all the other places in New York you ever wanted to see.

(The club is much like the one in Washington, D.C. bearing the same name, although the two are not affiliated. See ALL HANDS, July 1973.)

The club offers an excellent base to begin explorations of what still is one of the world's great adventures — New York City. The people there can also give you some valuable tips on what to see, where it is, and what discounts may be available. The island of Manhattan — as you will find if you try — is definitely worth a weekend of your time.

Since the island fell into the hands of the Dutch in 1626, it has constantly been the scene of some sort of important or historic events. Because of its seaport and harbor possibilities, the English turned their eyes toward it and finally compelled the Dutch to relinquish it in 1644. Nine years later another Anglo-Dutch war broke out and the Dutch retook the city, but again they had to relinquish it when a peace treaty was signed. The Dutch influence remains, however, with many streets and locations bearing their original Dutch names.

The next hundred years saw various sorts of turmoil on the island, but the action started in earnest when cries for independence began to be heard around the colonies. A meeting of a committee of 51 at Fraunces Tavern — a famous place in lower Manhattan which you can visit today — resulted in the call for the first continental congress. General George Washington headquarterd his army there and fought several skirmishes with the British before being forced to leave. It was also at Fraunces Tavern that Washington bade final farewell to his troops at the war's end.

That was in 1783, but six years later Washington was to return there to assume another command — that of the first President of the U. S. A statue of him on Wall Street, just across from Broad Street, marks the spot where he took the first inaugural oath. The political capital of the U. S. soon moved elsewhere, to Philadelphia, to Annapolis, Md., and eventually to Washington, D.C., but the financial capital stayed on Wall Street. Bolstered by a port second to none and by growing industry and population, New York City grew from a town of 23,614 inhabitants in 1786 to 202,589 in 1830; to 1,441,216 in 1890; and to nearly 8 million for the last two decades.

The appearance of New York City is staggering to the newcomer, even if he has seen plenty of pictures of it. Tall concrete and glass buildings rise from almost

every corner, tending to make soreness of the neck muscles the most common affliction among tourists.

The major industry in Manhattan is garment manufacturing. Fully a third of all the clothes worn in the U. S. are made in New York; 90 per cent of all the furs sold in the U. S. are processed there. Eighty per cent of all the diamonds sold and bought in the U. S. are traded on one block of W. 47th Street. The list of firsts, mosts, biggests could go on, but that really isn't what makes New York the thing it lays most claim to — the intellectual and cultural capital of the nation.

And it is this that makes New York fun for the weekend visitor. There is the theater, of course, and probably the most famous street in the world — Broadway. With their dazzling display of lights and signs, Broadway theaters offer a wide variety — musicals, dramas, comedies, and classics.

The trick, as you may have heard, is getting tickets — but that isn't so difficult. If you're a serviceman in town with a desire to see some kind of stage play, you should check in with the USO, located on W. 45th just north of Times Square. There are usually a number of theaters to which they will have tickets, and there's no charge for the service.

Another way to get theater tickets is to go to a large outdoor ticket booth at Duffy Square, just up from Times Square at Broadway and 47th. Broadway and Off-Broadway theaters have gotten together in setting up this booth and its operation is simple: tickets for each day's performance which are not sold by three p.m. are turned in here and then sold for half price. It's another good place to check if you just want to see any play.

New York is also famous as the very first place to see a new movie, and any day you're there, you'll have a lot to choose from. There are also operas, ballets, dance troupes, concerts, and poetry readings — all within easy reach. Entertainment of a different sort is also available. The new Madison Square Garden offers everything from rock concerts to basketball games, and during the summer major league baseball games are just a short subway ride away.

Getting around Manhattan can be a relatively simple matter unless you burden yourself with an unnecessary such as a car. New York has the most sophisticated public transportation system in the nation, and the island itself is readily accessible from any direction by train and is well served by airlines. All this, plus the fact that a parking ticket could cost you as much as $75, makes it a good idea to leave the car and bring a pair of comfortable walking shoes. All subways and buses (for which you need the correct change) are 35 cents, and they will take you anywhere within the greater New York area you want to go. Cabs are a

little more expensive, but there are plenty around — yes, even on a rainy night.

There are certain sights that every tourist in New York must see — otherwise, a person won't believe he's been to New York. One is the Empire State Building, for many years the world's tallest building. Even though it doesn't hold that title any more, its 1472 feet are still impressive from any angle. It's open every day until midnight, and on a clear day you can see for 50 miles in any direction. If there is any one thing that symbolizes New York City and the Empire State, this is it.

Another favorite for visitors is the United Nations complex, rising from a beautiful location on the East River. The building and grounds contain sculptures donated by member nations; tours are conducted at frequent intervals. A serviceman's discount is available for the tour. Between 48th and 51st Sts., west of Fifth Ave., is what the owners say is the largest privately owned business and entertainment complex in the world — Rockefeller Center. Focal point of the center is a sunken plaza used for ice skating in the winter and outdoor dining in the summer. All of the buildings are joined by a network of underground concourses lined with a wide variety of shops.

An area with a different pace is Greenwich Village. Besides being the present-day center of Off-Broadway theater, it has shops, boutiques, craft corners, restaurants, art galleries and coffeehouses of all kinds. While the Village has always carried something of a bohemian reputation, it was especially famous around World War I as the avant-garde place to be if you had a new cultural idea. Most of America's great artists of that era resided in Greenwich Village.

Not far from the village is Chinatown, a tangle of narrow streets which has been the center of New York's Chinese community for 100 years. An unsuspecting newcomer might think he has wandered onto the set of one of those 1940-vintage-Shanghai movies. The restaurants there are famous for, what else, Chinese food.

The real anachronism on this island of concrete is Central Park. Venture there sometime (but only in daylight) and in minutes you think you're somewhere in the hills of Kentucky — with only the tops of tall buildings on the horizon to remind you of the present. The park stretches for 61 blocks right in the middle of Manhattan and offers a remarkable list of recreational distractions — such as the Central Park Zoo, the Metropolitan Museum, the Children's Zoo, two skating rinks, a model yacht pond, two rowing lakes, the Delacorte Theater and, yes, trees.

The Statue of Liberty is another must, of course. The statue is located on Liberty Island or Bedlow south of Manhattan, stands 152 feet and houses an extremely interesting immigrants' museum. The statue was given to America in 1886 and quickly became the symbol of new life to newcomers who have since arrived in America.

Finally, there is a myth about New York that needs dispelling. The myth is that the natives of New York, beset by a fast-paced life-style, are irritable, unfriendly, and even hostile. Not true. It is true, however, that you may run into individuals so inclined, but New Yorkers as a whole are exceptionally friendly and will go out of their way to help anyone who asks. They're more tolerant than most.

Take the Staten Island Ferry sometime. It will cost a dime (the price has doubled recently), and you'll get a 45-minute boat ride, a view of the Statue of Liberty and lower Manhattan, a look at the world's busiest harbor in action — and maybe meet a new friend.

— Story and photos by JO2 Jim Stovall

NAVY DUTY IN NEW YORK

An unknown scribe long ago said," If it isn't in New York, maybe it isn't."

Navy Recruiting District New York is host to a dizzying diversity of lifestyle opportunities unequaled by any duty station in the world. Where else can you be stationed in an area which reaches from the country-like suburban Staten Island (Borough of Richmond), through the industrial strongholds of Brooklyn and the Bronx, out across the financial canyons of Wall Street, north to Poughkeepsie, to Long Island's Nassau County (the richest county in the nation) and on eastward to the beautiful, but desolate, "land's end" of Montauk Point.

Orders to the Navy Recruiting District New York are usually met with the question:"How in the world can we possibly survive in New York on a sailor's salary?"

The "Welcome Aboard" brochure subsequently eases a lot of those fears. The brochure describes a whole range of housing for the prospective recruiter. Waiting lists range from a year to no time at all. Also, according to the brochure, military service facilities, although not abundant, are available depending on convenience and where the individual chooses to locate.

There is no shortage of medical facilities around New York. A full range of medical facilities exist at surrounding bases. Staten Island as well as the rest of the city boasts of public health facilities and outstanding hospitals where a serviceman and his family can take advantage of the CHAMPUS provisions. The dental facility in Brooklyn is known as one of the Navy's finest treatment centers.

Owing to the availability of military housing offered by different branches of the service, all members of

the command have access to government housing. Personnel stationed at Poughkeepsie, well out of New York City and the northernmost recruiting station in the command, use housing, medical and shipping facilities at Steward Air Force Base and the U. S. Military Academy at West Point.

Those who live in civilian housing in Manhattan must choose carefully. In selecting these quarters the recruiter takes advantage of a situation in New York called lease point housing where a serviceman can rent approved civilian housing within the command's geographical limits with the government supplementing the BAQ to help pay the rent. One's housing selection can put him within less than an hour's drive from a choice of military service exchanges and commissaries located at Brooklyn's Fort Hamilton, or on Governor's Island.

Because of the stark contrasts in recruiting station locations within the NRD New York area, the diversity of activity and lifestyles is truly unique. One might drive the length and breadth of it in a day but never exhaust the multitude of things to do and see over a normal tour of duty.

"You name it, we have it out here," says Chief Machinist's Mate Bobby Tumbleson, who recruits out of Riverhead, N.Y., at the easternmost recruiting station near Montauk Point on Long Island. "This has to be one of the finest camping areas around."

Left: Manhattan recruiter HT1 Frank L. Alexander says, "You really get to talk to a lot of quality youngsters here. It is definitely worth the trip! Above: PNC Jay Simmons and his wife, Princess, relax at home in one of the Navy's Mitchel Manor townhouses on Long Island.

A recruiter on Long Island may not be able to tell you the name of a hit currently playing Broadway, but chances are he'll be able to tell you the best spot on the island for saltwater fishing.

"When you can catch a 36-pound striper with hardly any effort, and you're always running out to Great South Bay for some of the best duck hunting in the country, who has time to go into the city and watch a Broadway show?" asks Senior Chief Aviation Structural Mechanic Stuart Slocum, who has been recruiting for four years and is now in Bayshore, Long Island.

But fishing isn't to everyone's taste. Chief Personnelman Jay Simons, the command's enlisted classifier, says, "I'll bet I haven't missed a good Broadway show in the two years I've been here." Chief Simons admits that he doesn't have time to catch all the productions because of his great interest in spectator sports and celebrity watching.

"Madison Square Garden (home of the New York Knicks, the New York Rangers, and a lot of professional and amateur boxing) is the spot," he says. "Why watch television when all the celebrities go to the fights?"

The expense of it all doesn't bother Chief Simons — mainly because the New York area boasts one of the best special services activities on the East Coast. "If it is a 'happening,' chances are you'll be able to get tickets through special services or the USO. I can't remember the last time I actually paid for entertainment in the city," he says.

But even if one were required to pay, he could take comfort in the fact that contrary to all legend, New York can be a low to moderate cost town. Gotham is not only the most varied city in the world in terms of people and sights. It also has the the widest variation in prices and costs. New York has its Copacabana but it also has dozens of small ethnic restaurants where an unusually good meal can still be had for a reasonable price.

The question of adaptability usually comes up when the big town is mentioned. If you're stationed on Long Island or upstate, duty sounds great because you're within driving distance of Manhattan, close enough to enjoy the city's delights but far enough removed to appreciate a slower pace of living.

But what happens to the small towner who finds himself actually stationed in the city?

"I've learned to love it," says Nazarine Jenkins, the wife of Brooklyn recruiter Chief Boiler Technician Joe Jenkins. "We live in a high-rise apartment complex in Brooklyn and it is just great. Joe and I spend a lot of time in the city, but you have to channel your activities very carefully. There's almost too much to do.

"New York is hardly the most tranquil city in America," she adds, "but it is far from the hotbed of crime and violence imagined by non-New Yorkers. If you weren't a worrier before you get here, you won't change into a worrier during your stay."

She's right. There just isn't enough time.

— Story by JO1 Leonard J. Johnson
— Photos by PH2 Montie Talbert III

SPECIAL PAY FOR RECRUITERS INCREASED

Special duty assignment pay (SDA) for Navy recruiters and Navy counselors serving as recruiters has been increased. The increase beyond the former $50 a month SDA pay will be in $50 steps, to $100 a month or a maximum of $150 a month, based on time served in recruiting billets which qualify for the pay. The general requirements to qualify for the initial $50 a month include holding a 9585 NEC and filling a billet as a recruiter, recruiter canvasser, or chief recruiter, zone supervisor or recruiting aids supervisor. Further details about the pay increase can be found in BuPersInst 1430.12J of 4 Jul 1974.

LAW INCREASES SGLI COVERAGE TO $20,000

A new law passed by Congress and signed by the President has increased Servicemen's Group Life Insurance (SGLI) coverage to $20,000 and created a five-year, nonrenewable term insurance program called Veterans Group Life Insurance (VGLI) for personnel separated from active duty. Persons being separated from active duty may, within 120 days after separation, convert their SGLI coverage to the same amount of VGLI coverage.

REQUIREMENTS RELAXED FOR 1 OCT FLEET RESERVE TRANSFERS

Enlisted personnel wanting to transfer to the Fleet Reserve before 1 Oct 1974 will have an easier time of it, according to a recent message from the Chief of Naval Operations. That message, in part, says:

"Recognizing that some, for a variety of reasons, will desire to transfer to the Fleet Reserve prior to 1 Oct, and in fairness to our many personnel whose service has been faithful and arduous, a general relaxation of Fleet Reserve eligibility criteria is being made to enable these members an early transfer to the Fleet Reserve if they desire after consideration of all factors. Effective immediately all personnel who meet the statutory requirement of 19 years and six months' qualifying (active plus constructive time) service prior to 1 Oct 74 and who will have served six months in grade from actual date of advancements for pay purposes may be transferred to the Fleet Reserve providing a contact relief is not considered essential for ship/squadron/operational/combat readiness as approved by CincPacFlt/CincLantFlt manning control authorities. Commanding officers shall ensure that all members desiring transfer to the Fleet Reserve prior to 1 Oct 1974 are counseled on all aspects of their decision."

The foregoing policy follows announcement (as discussed in last month's ALL HANDS, page 38) of the possibility of losses in retired pay which could result from the combined effect of provisions in current law affecting save pay for retirees and acceleration of Consumer Price Index (CPI) adjustments to retired pay.

Before making a decision, however, all personnel contemplating transfer to the Fleet Reserve are advised to review all facets of future monetary compensation and careers. Consideration should be given to active duty pay and allowances based on longevity and retainer pay allowances gained by active duty and federal service. BuPers Manual (2630100.2C and 2630100.3B) provide basic guidelines in this regard. An early Fleet Reserve date could result in loss of an additional 2.5 percentage multiple factor (BuPers Manual 2630100.2C) and/or loss of a longevity fogey (BuPers Manual 2630100.3B). Early termination of active duty could result in an additional pay loss. In many cases, the wisest course of action would be to remain on active duty to accumulate additional retirement pay equity. There is also the consideration of the possibility that legislation could be passed at a later date which would avoid the losses contemplated above.

There is a real need in the Navy today for the talents of our quality senior petty officers in every area of the force, generally, and specifically in the undermanned ratings.

• RETROACTIVE BAQ ENTITLEMENTS FOR CERTAIN MARRIED MEMBERS

The Comptroller General of the United States has ruled that the Basic Allowance for Quarters (BAQ) may accrue to certain members, married to another member and with no other dependents, for periods prior to 13 Sep 1973. That was the date housing assignment and BAQ entitlement regulations were changed as a result of a Supreme Court decision. The retroactive claims are subject to the 10-year statute of limitations in public law, but it should be noted that the 10-year statute of limitations does not run during periods of active duty. SecNavNote 7220 transmitted as AlNav 15-74, provides specific information for filing a claim.

• FREEDOMS FOUNDATION ENTRIES NOW BEING ACCEPTED

Entries for the annual Valley Forge Patriots Awards program are now being accepted by the Freedoms Foundation in Valley Forge, Pa. All entries should be addressed to Awards Department, Freedoms Foundation at Valley Forge, Valley Forge, Pa. 19481 by 1 Nov 1974.

The patriots award is a special category of the Freedoms Foundation awards program open only to active duty and Reserve members of the U. S. armed forces. Members are invited to write a letter, essay or poem relating to this year's contest theme, "Human Goals -- The Advancement of Dignity." The best two entries -- one from the active duty member and one from a Reserve component member -- earn principal awards; a check for $1000, an encased George Washington Honor Medal and a trip to Valley Forge and Washington, D. C.

• 1 OCTOBER DEADLINE FOR CARTOON CONTEST ENTRIES

The fast approaching deadline for entries in the All-Navy Cartoon Contest is 1 Oct 1974. All entries must portray a Navy theme, must be drawn on white illustration board (8 x 10 1/2 in.) with black ink, and must include the name, grade/rate, social security number, duty station, mailing address with zip code or FPO, name of hometown and hometown newspaper, title or caption, and a signed release statement from the illustrator. Dependents entering the contest should include their age and name of sponsor and sponsoring command. Check BuPersNote 1700 for further details.

NEW FLIGHT PAY PROPOSAL ENACTED BY CONGRESS

The aviation pay system has been amended by Congress and the following provisions have been put into effect under the new law: Rates have been restructured to offer the highest amounts of pay to those in the six to 18 years of aviation service period, with progressively declining rates in the 19 to 25 years of officer service period. Career screening points have been set up at the 12th and 18th years of aviation service to determine eligibility for continuous pay, but those who have passed these points under the old system are considered to be eligible for the pay.

An officer must have performed six years of operations flying, including flight training, at the 12th year of aviation service; at the 18th year he must have completed 11 years of operational flying to receive continuous entitlement through 25 years of commissioned service. An officer with nine but less than 11 years may receive continuous pay through his 22nd year of commissioned service. The new system contains a number of other provisions with which aviation officers should be familiar. These can be found in SecNavNote 7220 of 14 Jun 1974, or BuPersNote 7220 of 7 Jun 1974.

1975 NESEP APPLICATIONS DUE BY 1 SEPTEMBER

Applications for 1975 enrollment in the Navy Enlisted Scientific Education Program must reach the Chief of Naval Personnel by 1 Sep 1974. This program provides an opportunity for enlisted members to receive a college education, paid for by the Navy, and a commission upon graduation. Besides having tuition, fees and books paid for, candidates will receive their full pay and allowances for the enlisted paygrade in which they entered the program. Application details can be obtained from your career counselor or from BuPersNote 1530 of 4 Jun 1974.

MILEAGE RATES INCREASED FOR TRAVELING SERVICE PERSONNEL

Some major changes in mileage rates paid to traveling Navy personnel have been incorporated into the Joint Travel Regulations. The mileage rate for change of station moves will increase from six to eight cents a mile, while the rate for dependents age 12 and over will go up by one cent to seven cents a mile. Also changing is the age at which dependents will qualify for mileage payments. A rate of three and one half cents a mile for each child, age 2 to 11, will now be paid.

Other changes include the deletion of the 18-cents-a-mile limit on payments for dependents and the removal of the rule that payment cannot be made for more than two dependents at the 12 years and over rate. Temporary additional duty mileage rates will also increase from five to seven cents a mile.

ENLISTED CLOTHING ALLOWANCE CHANGES

As of 1 July the basic cash clothing maintenance allowance for enlisted men has been increased from $5.40 to $5.70 a month. The standard cash clothing maintenance allowance for men, which begins with the 37th month of duty, has gone up from $7.80 to $8.40 a month. Basic maintenance allowance for women has decreased from $7.80 to $7.20 and the standard maintenance allowance for women has gone down from $11.10 to $10.20 a month. These changes reflect an overall increase in the price of men's uniforms and a decrease in women's.

- DSM AWARDED TO MCPON JOHN D. WHITTET

The Master Chief Petty Officer of the Navy has become the third enlisted Navyman in history to receive the Distinguished Service Medal. In a citation signed by the Secretary of the Navy, Master Chief Whittet was commended for "exceptionally meritorious service" during his tour as MCPON.

Whittet, a former AZCM with 31 years of service, recently converted to the Navy's new MA rating and has reenlisted for another six years. He became the second MCPON in 1971 when he relieved Delbert D. Black, also a recipient of the DSM. The third enlisted man to receive the DSM was Senior Chief Radarman Larry H. Nowell for his work during combat operations in Vietnam in 1972.

- RESCUE TEAM FROM LPH 12 HELPS SAVE THREE EGYPTIAN CREWMEN

A Navy rescue team from the amphibious assault ship USS Inchon (LPH 12) helped extinguish a fire and save the lives of three crewmen aboard an Egyptian cargo ship at Alexandria, Egypt. A fuel leak and explosion caused the fire in two parts of the ship, Al Mokatten, and the Americans offered firefighting and medical assistance. Hospital Corpsman Harold R. McHenry of Warminster, Pa., is credited with saving the lives of three Egyptians who were overcome by smoke while fighting the fire. Inchon was the first American ship to visit Alexandria in 12 years and had just completed her part in Operation Nimbus Star, the Suez Canal mineclearing operation.

- CONTINUING NEED FOR UDT/SEALS EXISTS

There's a shortage of individuals in the Underwater Demolition Team and Sea-Air-Land Team community, according to BuPers. Persons who qualify for this program attend a 26-week training course at the Amphibious base in Coronado, Calif., with the first two weeks spent on physical preconditioning. The course includes instruction in scuba diving, small arms training, beach reconnaissance and unconventional warfare. Most UDT/SEAL units are located in Coronado or in Little Creek, Va. While GM, ET, PR, PH, DM, EN and RM ratings are in particular demand, any other ratings may apply. Details are contained in Article 1420160 of BuPers Manual, and additional information on UDT/SEAL requirements are scheduled to appear in the summer edition of "Link Magazine."

- NAVY PREP SCHOOL MOVING FROM BAINBRIDGE TO NEWPORT

The Naval Academy Preparatory School, the third oldest school in the Navy, is moving from Bainbridge, Md., to Newport, R.I., where it will become part of the Naval Education and Training Center. The move, which involves some 300 students and a staff of 45 people, began on 1 July and will be completed in time for classes to open in September.

The school was founded in 1915 at Newport, but during most of the time since 1942 it has been located at the Bainbridge Naval Training Center. The school prepares selected enlisted men for entrance in a four-year course of study at the U. S. Naval Academy and commissioning as ensigns.

from the desk of the Master Chief Petty Officer of the Navy

'Navy Wives: Vital Members of The Team'

MCPON JOHN D. WHITTET

The Navy wife, since the earliest days of the sea service, has had an important role as a part of the Navy team. But in the past her importance either went unrecognized or was relegated to the background.

But times have changed. In fact, today's Navy wife is not only officially recognized as a vital member of the Navy team, but her views are sought out in many areas. During my years of service and my tenure as the Master Chief Petty Officer of the Navy, I have had the opportunity to meet many fine Navy wives and have found the majority to be flexible, highly motivated women. Yet, I have also discovered that many of these same wives are not aware of all the services the Navy provides to help them adapt to Navy life.

For instance, when a Navy family arrives at a new duty station, the husband is normally busy getting settled in his new job. Therefore, many times the wife becomes responsible for finding the local schools, churches, hospitals, etc. To ease this situation, the Navy established personal services centers at 57 U. S. Navy installations around the world.

These centers utilize the services of Navy personnel and volunteers (many times other Navy wives) to supply newcomers with the information and assistance they will need to get settled in their new community. If a family arrives at a new duty station ahead of its household goods, the centers will provide a hospitality kit. This kit includes essential items, such as dishes, blankets, cots and cleaning gear, to assist the family until its own shipment arrives. Also, the centers are equipped to supply information on recreational facilities, banks, voting and auto registration, tax laws, and child-care centers. The personal services centers can definitely be very beneficial to the Navy family on the move.

Another major concern for many Navy wives is finding suitable housing. Since the government furnishes housing to only 21 per cent of Navy personnel, the majority of Navy families must find housing in the civilian community. Locating a home that is adequate for family needs can be very difficult in an unfamiliar area. Proper guidance is essential. Most Navy installa-

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USS Nathanael Greene - SSBN 636

THE BLUE CREW FLIES THE GOLD DOLPHIN

One of the highest goals a submarine wardroom can attain is to have every officer qualified in submarines. For each, this achievement is signaled by the Gold Dolphins on his chest, and for the ship, a Gold Dolphin flag flying from atop the sail.

Upon completion of *Poseidon* deterrent patrol 26, the nuclear ballistic missile submarine USS *Nathanael Greene* (SSBN 636), Blue Crew, commanded by Commander J. Gary Weigand, USN, out of Holy Loch, Scotland, joined a small number of ships that have flown the Gold Dolphin flag during the past decade.

A fully qualified wardroom of 14 officers is not easy to achieve on a *Poseidon* submarine because of the nature of the patrol cycle. Each officer must spend at least a year learning every engineering detail and operational aspect of the submarine before the commanding officer recommends him for designation as "Qualified in Submarines."

In addition, each officer is required to complete stringent qualification programs for all watch stations for which he is eligible. Normally, each officer must qualify as engineer officer of the watch, diving officer, and officer of the deck.

With a week of patrol 26 left, and all officers of the *Greene* either already qualified or recommended for qualification, work started on making the Gold Doltions have housing referral offices to provide information to Navy families concerning available housing, price ranges, services, and utilities. Additionally, the Navy sponsor program is available. A sponsor not only can provide special services before the family arrives, but also provide necessary guidance immediately upon arrival. As soon as new orders have been issued, Navy men and women should contact their personnel office which will assist them in contacting a sponsor at their new command.

Practically every Navy installation has a legal assistance office to counsel Navy families concerning legal problems or questions. Navy legal officers are experts on contracts and leases and should be contacted before any long-term lease or contract is signed. Properly used, the housing referral office, the sponsor program, and legal assistance can be extremely helpful to the family seeking housing tailored to their needs.

Another area of concern to Navy wives is the high cost of food and clothing. Since prices for consumer goods have continued to rise sharply, most Navy wives are wisely taking advantage of the 20 to 30 per cent savings which can be realized by buying through the Navy Resale System.

One of the greatest pleasures I've had as the MCPON has been meeting and working with members of the Navy Wives Clubs of America. Many of these wives are working diligently to alleviate problems in the areas of housing, family separations, pay and benefits. The Navy Wives Clubs of America, which has branches at nearly every major installation, is an organization with a sense of responsibility, an appreciation of civic duties and a desire for fun, mixed with a pursuit of knowledge.

Many of the women who are active members of the Navy Wives Clubs of America are also very experienced in coping with such problems as family separations, moving the family, and adapting to a new community. These women are always eager to share their tips and ideas with younger, less knowledgeable women. Also, for those wives who like to keep busy during their husbands' deployment periods, the Navy Wives Clubs of America provides an ideal way to become involved with meaningful volunteer work and to alleviate loneliness with sympathetic wives through planned social events.

Another excellent source of advice and general information is the Navy Wifeline Association. The publication of this association, which is issued four times yearly, gives Navy wives helpful facts and hints to help them benefit from Navy services available to them and their families. In addition, the Navy Wifeline Association distributes a number of brochures relating to Navy life. Wifeline is always seeking new or useful information and wives are encouraged to send any hints or information they may have which would be helpful to other Navy wives to: Navy Wifeline Association, Building 210, Washington Navy Yard, Washington, D. C. 20390.

As a vital member of today's Navy team, the Navy wife's morale must be considered along with the morale of her husband. Therefore, many of the services provided to Navy dependents at this time are geared to keep wives' morale at a favorable peak, especially in the absence of their spouses. I encourage all Navy men, women, and dependents to utilize Navy services and benefits to get the most out of their Navy career.

phin flag. White linen from the pantry served as the field, and the gold lining of a reversible athletic shirt became the dolphin's figure. The ship's number was taken from numbers on a ballcap, and each officer helped sew the flag. Finishing touches were applied by QM3 (SS) Bruce Burnett, USNR.

Upon return to Holy Loch, the flag was proudly flown as *Nathanael Greene* came alongside the sub tender USS *Canopus* (AS 34) for refit. The rarity of being able to hoist such a flag was noted by the commander of Submarine Squadron 14, Captain Albert L. Kelln, USN, as he presented Gold Dolphins to the newly qualified officers at the Blue/Gold crew change of command ceremony.

The qualification process never ends for the submarine officers or crew. A past accomplishment is being built upon during off-crew training in *Nathanael Greene's home port, New London, Conn. Goal for next* patrol is a fully qualified ship. flying both Gold and Silver Dolphin flags. (Contributed by LT Jay M. Cohen, USN. — Ed.)

Facing page: The Gold Dolphin flag is displayed with each officer's dolphins attached. Above right: The coveted banner flies aft of Greene's sail alongside USS Canopus (AS 34) in Holy Loch. Right: The officers of the Gold Dolphin wardroom with the boat's skipper, CDR J. Gary Weigand, USN, in the center of the top row.

YTB CRAFT

If you go down to a tug pier and ask someone which tug is best, each crew will claim its own, demonstrating the pride tug sailors have for their craft. The crew of YTB 796 at Naval Station, Marianas, on Guam is no exception.

"Everything aboard is in working order," says Boatswain's Mate 1st Class Frank Monaco, craftmaster of 796. "I guess it's because the men have pride. There's a lot of competition, and everyone wants to think he's number one."

The tugs at NavSta are assigned five-section duty, rotating from the duty tug to number two, to number three, and so on. But if three tugs are needed, the first three are called.

During a recent storm, all five tugs were busy for three days straight. The log of 796 shows that she was underway for 41 hours during those three days, not counting the time spent dockside on standby.

At times like this, when many different ships must be moved in a hurry, you may hear a tug sailor using phrases such as "stern tow," "scow make-up," "Mississippi," or "split headline." If you were to ask what these terms mean, a tug sailor would reply "to get things from one place to another." But actually, each

Left, top to bottom: YTB 796; EN2 Harold Dodge checks the oil and water from 796's diesel engine; a destroyer escort preparing to leave harbor. Above: EM2 Vincenti Flores throws a line across to a crewmember of the visiting USS Lockwood. Right: SN Randi Watson and EN2 Florenio Farinas keep watch on cable tension. Far right, above: Towing the destroyer escort to open seas. Far right: BM1 Frank Monaco takes the helm and heads for another job.

MASTER

term is a specific way for a tug to tie and control a larger ship in varied situations.

A tug isn't used just to move other craft, as Petty Officer Monaco explains. When a tug isn't pushing ships around, she can be a seagoing fire truck, or if she is equipped with radar, she can leave harbor and aid in air/sea rescue.

A "B" tug's 10-cylinder, 10,370-cubic-inch diesel engine must be maintained in top working condition, as well as her generators, fire pumps, winches and every other piece of tackle. For this, the tugs' crews conduct regularly scheduled preventive maintenance in addition to necessary emergency repairs. When not underway, the crew is still turning to, sometimes well into the night.

Despite hard work and long hours, sailors at the NavSta find life on the tugs quiet. Monaco explained, "People generally leave us alone and we can do things our own way."

It's this spirit that makes YTB 796 and her crew one of the best in the business — something they'll be glad to tell you anytime you ask.

— Story and photos by PH3 Scott Stuart

Flight Wings For Linda

Operations Specialist SN Linda Coons.

When Operation Specialist Seaman Linda Coons completes another 15 hours of flight time, she will be one of the first non-aviation Navy woman, assigned to the Pacific Missile Range Directorate Range Surveillance Center at Point Mugu, Calif., to earn flight wings and qualify as a radar operator aircrewman in the S-2 *Tracker* aircraft.

Seaman Coons, who volunteered to participate in the operation specialist flight training, says she is just beginning to do some of the things she has always wanted to do and is having the time of her life. She is successfully competing in a field previously known as a male domain, the dimly lit, black radar rooms of the Navy.

Seaman Coons entered the Navy about a year ago and has completed both Operation Specialist "A" School in Great Lakes, Ill., and the Navy Tactical Data System (NTDS) School in San Diego. "Before I entered the Navy, I completed two years of secretarial training and finally realized I would get nowhere in that field."

A Navy recruiter told her about the many schools and areas of work available to a Navy woman. "The radar operator field interested me. You just never hear of anyone talking about radars and I wanted to do something different. The schools were difficult because this was a new field for me," she commented.

The NTDS school was even harder than "A" school," she related. "It is a three-week intensive training course and in my class there was a 40 per cent drop rate."

Since reporting for her first Navy assignment at Point Mugu her duties as an operation specialist have been the same as the male operation specialists. They are responsible for monitoring the radarscopes during range operations to ensure that all vessels and aircraft are cleared from the area where missile firing operations will be taking place.

After she had been with the center a month, she volunteered to begin training as an aircrewman for the S-2 *Tracker*, a twin engine turbo-prop aircraft tasked with clearing the Sea Test Range of both surface vessels and aircraft during missile firing operations.

To begin training qualifications as an aircrewman, she went through two days of flight physiology which included a flight physical and flight lecture, a regulation swim test in which participants must swim 220 yards continuously and swim under water 25 yards, with three surfacings for air allowed. This survival training also includes a simulated parachute landing in the water in which the participant must release himself or herself from a parachute while being dragged across a swimming pool. She also went through tests in the altitude chamber and successfully met every requirement in flight physiology and survival training.

Even with the knowledge gained from her training and experience in the past year, she still states readily, "There is still so much I don't know. This is a technical field. There's always something new to learn."

So far Seaman Coons has met all the goals she has set for herself. Her next one is to earn her aircrewman wings. She expects to have the required 50 hours of flight time soon.

"Wearing aircrewman wings signifies more than just the additional pay. Knowing that you have really earned them is what makes them so important. It takes perseverance to learn all the things you need to know," she said.

"It's fun. You know you're doing something important when you fly."

She is engrossed in her work and admits quickly she prefers working in a military environment. Her father, Sergeant First Class James Coons, an Army career soldier, is currently teaching at Norwich University, Northfield, Vt. She has an uncle and a cousin who have recently retired from the Navy. Her military upbringing and its mobile way of life have allowed her to live in many locations on the east coast and in Alaska and Germany.

When asked if she would regret being assigned to sea duty, Seaman Coons responded, "I would desperately like to be assigned to a ship, a destroyer escort or a guided missile escort ship."

If her accomplishments seem adventuresome to some young women today, her goals for the future are even more so. "If I get enough courage I want to learn to sky dive and scuba dive."

She is not, however, totally involved in the nautical. "I'd really love to learn to ride a horse. It's something I've always wanted to do," she said and hopes to find time to pursue this prospective new hobby in the near future.

Ship's Doctor

Above: "Doc" is responsible for the purity of the ship's water. Right: Chief Amadio furnishes a crewmember with crutches.

In his small office aboard USS *Ouellet*, Ricco Amadio provides a service that has earned him the crew's respect and his nickname of "Doc."

Amadio, a chief hospital corpsman, is responsible for the health and welfare of the more than 250 men serving aboard the escort *Ouellet* (DE 1077) homeported in Pearl Harbor, Hawaii. In his role as "ship's doctor," he must be ready to treat everything from the common cold to burns and broken bones.

"When we deploy, it may be months before we see a doctor," said Amadio, "but we usually operate with larger ships and if the need arose we could helicopter a doctor to the ship within minutes."

Chief Amadio usually sees about 20 people a day at sick call and, although most complaints are minor, he has his share of burns, cuts that need suturing, and broken bones, all of which can be handled on the ship.

Doc received his training at the Navy's Hospital Corpsman School, the Fleet Marine Force School and Independent Duty School. He received additional experience in Vietnam with the Second Battalion, Ninth Marines. He was in charge of 53 corpsmen and was responsible for operating the forward and rear battle dressing stations there.

"Most of my Navy tours have been very enjoyable. I was assigned to the White House as a physiotherapist. I was later assigned the task of setting up the Presidential Unit at Bethesda Medical Center near Washington, D. C.

Amadio's day is filled with a variety of jobs. With the help of another corpsman, he is responsible not only for caring for the crew's ills but also acts as sanitation inspector and first aid training officer.

"When I conduct first aid and health lectures for the crew I always try to get across to the men that the techniques and skills we discuss are not just for shipboard use but could be helpful to them throughout their lives," said Doc.

Sanitation inspections are held on the ship in places where uncleanliness could cause disease. Tests must be made each day to check for water purity and chlorine content, and all produce that comes aboard must be inspected before consumption.

When his work in port is done, Amadio and his wife Mildred find time to golf on one of the courses near their home in Pearl Harbor. Doc is as good at golf as he is at his job, but he admits his seven handicap might be sandbagging just a little.

"I could have retired this year," he said, "but I enjoy my job and I like the Navy life, so I decided to stay in for 30."

Guam..... Morocco...... Taiwan...... & Now Italy

". . . for this Navy family, overseas duty is an adventure in history . . ."

For a native of Leslie County, Ky., the slogan, "join the Navy and see the world," has proved to be an adventure in history — Roman history.

Chief Radioman Leslie Smallwood has just completed a two-and-one-half-year tour on the staff of the Sixth Fleet commander. During this assignment, the chief, along with wife, Pam, and son, Jonny, lived in Gaeta, home port of the flagship USS *Little Rock*. He has since arrived at NAS Meridian, Miss., for duty.

Gaeta, a small resort and fishing village on the Tyrrenian coast 90 miles south of Rome, is a history buff's paradise. Traces of the old Roman Empire are still very much in evidence. Roman notables, including Cicero, had summer villas in this area. The tomb of Cicero, killed nearby in 43 B.C., is located on the outskirts of Gaeta. Remains of the old Appian Way, the famous cobbled road that once spanned the Empire from Rome to Sorrento, can be seen within 15 miles of Gaeta.

The Smallwoods have seen it all.

"Living in this new environment," says Chief Smallwood, "has been exciting and challenging."

A few miles down the road from Gaeta are an old Roman amphitheater and part of the aqueduct that supplied water to Rome during Caesar's time. In the nearby mountains are quaint villages which have changed little during the past few hundred years. There are also several churches dating back centuries.

"Gaeta has really been an interesting experience for us," remarks Pam. "We were surrounded by so much history; it seemed around every corner there was a bit of history."

Besides historical attractions in the immediate area, Gaeta offered the Smallwood family an opportunity to travel to other parts of the country.

"Travel to all points in Italy and Europe is convenient by car or train," recalls the chief. We were only two hours from Rome by car, and just over an hour by Italy's rapid trains.

Gaeta's location makes it accessible to other famous Italian cities such as Florence and Venice, besides France, Switzerland, Austria and Germany. Pompeii and Naples are within 60 miles.

Another Italian attraction was auto racing. "Grand Prix auto racing is my favorite sport," he says, "and the Italians really know how to assemble a car for this sport."

Before serving in Italy, the 18-year Navy veteran had been stationed in Guam, Morocco and Taiwan. During his three-year assignment on Taiwan, Chief Smallwood learned to speak mandarin Chinese.

— Story and Photos by JOC Steve Smith.

Facing page, top to bottom: Chief Smallwood departs USS Little Rock at Gaeta; the Smallwoods study an ancient Roman monument; the Navy family walks along the Appian Way. Above: Visiting a church in Gaeta. Right, top to bottom: The remains of Cicero's tomb; old Roman aqueduct; the Smallwoods walk along Gaeta's seawall.

". . . overseas duty, an adventure in living."

At Home

Above: ENS Annette Brown, assistant personnel officer in charge of ESO.
Below: LCDR Beverly Schroder, Head Nurse at Sigonella's dispensary.

You're one of a few, thousands of miles from home, living in a country where the people, customs and traditions are different from yours. And, you're a woman in the United States Navy.

This is the way it is for the women stationed at the United States Naval Air Facility, Sigonella, Sicily, where four officers and eight enlisted make up the female contingent of the naval force there. For all but one, it is their first overseas assignment.

"When you first arrive, you're more or less on your own," says Air Controlman Airman Debra Deering. "It takes a period of adjustment to accept the living habits of our host nation, but at the same time, it gives us a chance to become involved with the Sicilians, to experience firsthand the language, ideas, customs and traditions of their country."

Debra and another airman assigned to the air department, Mary Ann Moretti, have put into practice what they've learned about the host country. As a result, they have earned the admiration of its people, and are regarded as "daughters" in neighboring Sicilian homes where all enlisted women are living until base quarters, under construction, are completed. Women officers are billeted in the BOQ, unless married and living off base.

The pleasing personalities of the Navywomen help to improve morale at Sigonella. AZ3 "Tish" Kellam has added a lot of spirit by participating in the seasonal

in Sicily

sports programs and by becoming one of the fans' favorites.

And postal clerk Carolyn Polk, who reported aboard unattached last year, soon after "met her match" and is now married — a first for the base distaffers.

Meanwhile, putting out a weekly offset paper in the public affairs office is JOSN Laura Hansen, who tackles this one-woman job backed by six years' advertising experience and a desire to make the Navy a career.

Among the officers, LCDR Beverly Schroder serves as the head nurse at Sigonella's dispensary. She's a favorite with the children among her patients.

Education is the keynote that sparks ENS Annette Brown, the base's assistant personnel officer. She's eager to help anyone interested in college extension courses or willing to discuss the woman's place in today's Navy.

Their numbers may be small, but at Sigonella, the women of the Navy are performing jobs once done only by the men there. Today, the voice the pilot hears coming from the tower may be female. The parts needed for an aircraft may be issued to and even installed by a woman. Even those 30-pound mail sacks, carrying letters from home, quite often are tossed off the mail truck by a woman. In fact, this article was written by one of those Navywomen.

— Story by JO2 "Chick" Barger
— Photos by PH1 Bert Wendell

Above: AZ3 "Tish" Kellam, star of the women's basketball and softball teams. Below: JOSN Laura Hansen edits the weekly paper.

they LAUGHED when I sat

Every Navyman has a story he'd like to tell — about his unit, his shipmates, or himself.

Do yourself a favor and tell your story to ALL HANDS. Your article will then be brought to the attention of a Navywide audience, and you will have made a contribution to the Navy and yourself worth more than something as tangible as money. (Lucky for you, because by law, ALL HANDS does not have money to pay contributors.)

As of 1 May, ALL HANDS became the "Magazine of the U.S. Navy," shifting from the Bureau of Naval Personnel to the Navy Internal Relations Activity, an OpNav field activity under the Chief of Information located in the Pentagon. ALL HANDS offices are now at a new location (see the full address at the end of this article.)

All Navy men and women — not only journalists, photographer's mates and public affairs officers — are encouraged to submit material they consider of interest to others in the Navy. You are guaranteed only that your story will be carefully considered for publication, but it may be easier than you think to get published in ALL HANDS.

Here are a few suggestions that may help you gauge our requirements and editorial standards:

- There's a story in the job you do. What you consider a routine, day-to-day job of the men on board your ship or in your command or unit may be just the story the rest of the Fleet will find interesting. Remember, it's only the man on the scene in a nuclear carrier, on a tug, or in the submarine service or the Seabees, who knows what's going on in his outfit. To others this is news, and this is the only way the rest of us can get to see how the different parts make the Navy work.
- Articles about new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical sub-

down at the typewriter....

. . . and when I grabbed my camera!

jects, daily shipboard activities, Navy training, personnel on liberty or during leisure hours (sports, hobbies, recreation), Navy contacts with the community, humorous or otherwise, interesting feature subjects, all are of potential interest to our readers.

- We do not use poems (except possibly New Year's logs), songs, change-of-command stories, group "watch-the birdie" type photographs or editorial-type articles.
- Written material should be typed, double-spaced on one side of the paper, with the writer's name and rate or rank and duty station shown in some conspicuous place on the first page of copy. If the material is for ALL HANDS please say so.
- Photographs which illustrate an article are important (but don't hold back a good story if you don't have pictures). Clear, well identified, 8-by-10 inch (if possible) glossy prints enhance the value of written material. All persons in photographs should be identified by full name and rate or rank if possible, and location and general descriptive information should be included in the cutline along with the name of the photographer. Credit is given to photographers when appropriate.
- And don't hold back a good photograph because you have no story to go with it. We make frequent use of pictures which tell a story with brief written cutlines.
- Photographs should be mailed flat with stiff cardboard reinforcement. Do not write on the back of the photo with a sharp pencil or pen, do not staple or pin material to the photos, and do not send us negatives.
- We have limited authorization (funding) for color reproduction. If you have a good color transparency or 8-by-10 inch glossy print which portrays some aspect of the Navy, we'll consider it for an ALL HANDS color cover.
- Official photos which have been released should be stamped "released" on the back along with the name and location of the releasing activity.
- If your material is timed for a certain date or event, it should be in the hands of the editor at least one month before the month of publication. Research, rewriting and security clearance may hold up material for some time after it reaches us so, if possible, submit your story two or three months in advance.
- A forwarding letter is not necessary, but be sure the material you submit is identified with your name, rank/rate, command and your address.
- Address your material to:

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Arlington Va. 20360

If you are in doubt as to the accuracy or readability of your material, ask your PAO or journalist, where available, to check your story. If in doubt as to whether your story is appropriate for publication, ask your CO/XO to take a look.

HOW TO BECOME A PRO WRITER OVERNIGHT

PLANNING A BIRTHDAY PARTY... NAVY STYLE

Public affairs offices and special committees throughout the Navy are knuckling down to the business of planning for the Navy's 199th birthday — the theme, "Navy Birthday — A Proud Tradition." In planning for such events, a backward glance is helpful. Here are things some commands did to celebrate the Navy's birthday last year.

Most commands had the traditional dining-in ceremony, guest speakers, award ceremonies, Navy Sabbath services, special menus and holiday routine. These are all important ingredients, but, along with these traditional activities, many had parties, contests, games and, of course, a birthday cake.

At San Diego a Navy Day Fair was held from 12 to 14 October. It featured historical and modern-day exhibits, demonstrations and static displays from area commands; tours of ships; open houses; boat rides; gig races; an air show and air race. Navy bands stationed in the area gave concerts and provided entertainment. Naval Reservists contributed to the fair by providing displays of Reserve community projects and drill activities. San Diego concluded its salute to Navy Week with a golf tournament, a Navy bakers' cake-decorating contest, family barbecue and a fashion show for Navy wives.

Recruiters in the San Francisco area gave a public, day-long party in Jack London Square, Oakland, Calif. More than 3500 people attended and saw special Navy exhibits; a hot air balloon liftoff; three Treasure Island minesweepers; a PBR, ATC and *Swift* boat from Coastal River Division 11; a 12th Naval District band concert; a parachute-folding display from NAS Alameda; and a 16-foot birthday cake in the shape of USS *Oriskany* (Oakland's adopted ship). Special drawings were held for sports equipment (autographed by area pro athletes,) and restaurant meals. Go Navy buttons, balloons, bumper stickers, etc., were also given away.

At Pearl Harbor, the Navy birthday celebration was kicked off with the second annual Navy Day liferaft races. Thirty teams from ships and shore commands in the area competed. Other features of the Pearl Harbor festivities were family day aboard ships, a Navy Exchange sale, entertainment by the Pacific Fleet Navy band and free beer, compliments of the Pearl Harbor Branch 46 Fleet Reserve Association.

Farther west, on Midway Island, everyone began preparing for the big day when holiday routine commenced the preceding noon. The birthday party began at 0945 with a horseshoe-pitching contest and concluded at 1730 with distribution of cakes made in a baking contest to single men.

On the mainland, at Great Lakes, Ill., events included a special recruit review and a rap session with Vice Admiral David H. Bagley, Chief of Naval Personnel. Tied in with the celebration were special sales by the exchange, commissary, consolidated package store and a number of club luncheons and balls.

At the University of Illinois, the NROTC Unit celebrated the birthday in conjunction with Campus Dad's Day. On hand were the Illinois and Purdue NROTC Drill Teams, Navy League members, retirees, Reservists and local Navy supporters. Festivities began with an 1100 coffee followed by the Illinois vs. Purdue football game. The "Marching Illini" band saluted the Navy and the NROTC at half time.

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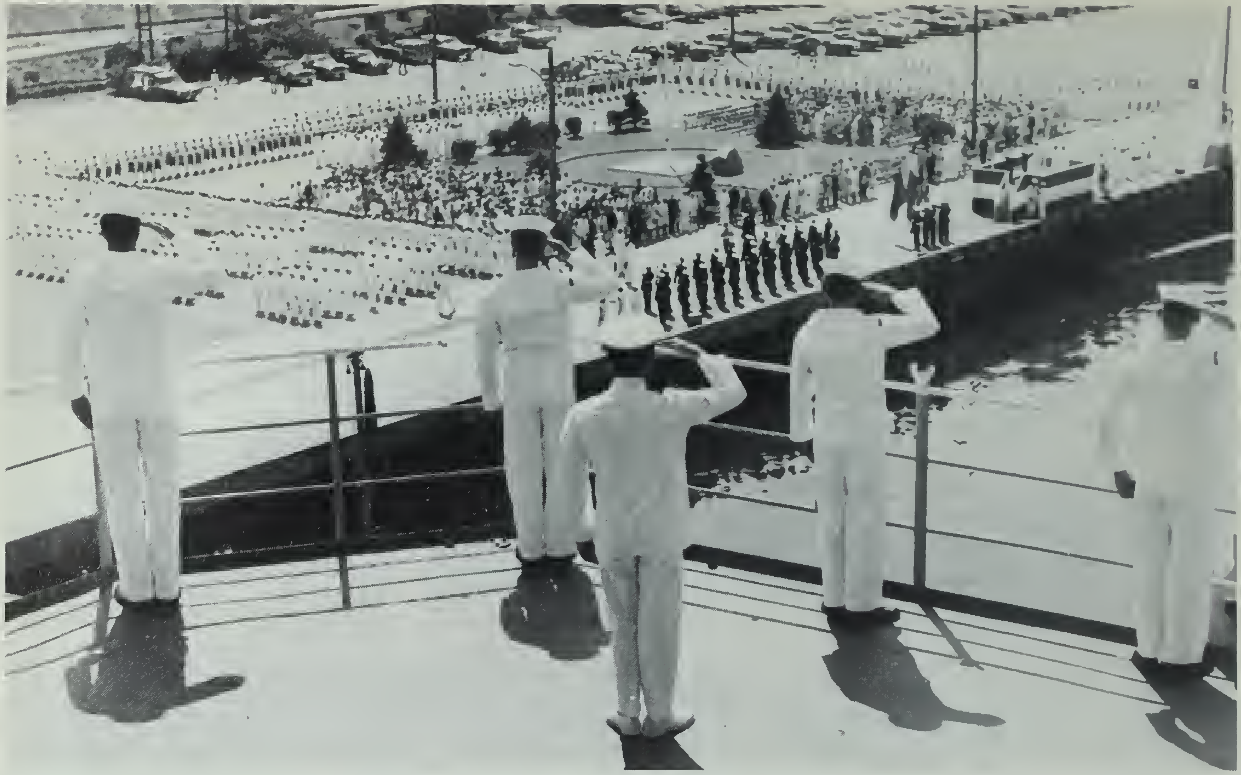

The naval and defense activities at Mechanicsburg, Pa., held a "Navy Birthday Outfit Happening." Women employees came to work dressed in Navy/nautical outfits. Prizes were awarded for the most imaginative and most attractive outfits by the Harrisburg Council of the Navy League.

The Governor of Mississippi and the Mayor of the city of Meridian proclaimed the week of 8 - 14 October as Navy Week and the Meridian naval complex held a Ten-Penny Carnival on 13 October. A carnival queen was selected and she received a $25 savings bond and trophy; other contestants were awarded a $10 gift certificate for each $100 raised in the queen selection contest. All proceeds went to the naval complex Youth Activities Fund. Other highlights of the carnival were a helpers' sale, a soccer game and precision driving team in miniature dune buggies.

Out in the Atlantic, in St. David's Parish, Bermuda, the U. S. Navy birthday was celebrated with a helicopter demonstration and displays by the local weather detachment and fire department.

The Navy's 198th year was marked by special events on board ships too. USS *Forrestal* (CVA 59) held a two-day celebration which included a family picnic, a mess deck cake-cutting ceremony, special CCTV programs, an officers' party and a Navy Sabbath service.

A San Diego-based escort ship observed the day with a dependents' cruise, while another held open house. A fleet tug had dependents on board for an evening meal and a special movie presentation. Another in-port ship sponsored a beer and softball party for crewmembers and guests. Others held cookouts, special awards ceremonies, ship's store sales and smokers.

Ships underway also did what they could to celebrate. USS *Halsey* (DLG 23) crewmembers took time out from an underway schedule of missile systems certification to have a birthday meal and cake. The men in USS *Blue Ridge* (LCC 19) celebrated Navy Birthday and crossing the International Date Line in a double ceremony.

Still other ships, both large and small, reported a number of events held in commemoration of Navy birthday. These included ships' picnics, smokers, cake cuttings and fantail barbecues. In each instance success could be keyed to important factors such as research and planning.

In some cases, an insufficient amount of time precluded a major celebration, but as evidenced in a report from USS *Koelsch* (DE 1049), the time consideration could be overcome. This ship was scheduled to be underway on the Navy's birthday until a last-minute change ordered her to remain in port. Within a bare minimum of time, a ship's picnic was organized, complete with swimming, softball, soccer, cake, sodas hamburgers, hot dogs and beer. To heighten festivities, crewmembers of a visiting German ship were invited to share in the celebration.

If last year's events are any indication of what's in store for this year's Navy birthday celebration, it should be another great party.

— JO1 Tom Jansing

U.S. NAVY
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what YOU should know about ESCORTS, PATROL

The United States Navy is completing construction of a series of escort ships and is preparing to construct an additional class of similar ships – now called patrol frigates – during the late 1970s and early 1980s. These ships are intended to provide ocean escort for Navy amphibious, underway replenishment, auxiliary, and merchant ships. There are now some 65 escort ships in the fleet whose capabilities extend through the 1970s. The planned patrol frigate (PF) program would add an estimated 50 ships to this force from 1977 to 1982. A study of the evolution, characteristics and designs of these ships, entitled "Building Escort and Patrol Ships for the United States Navy," was recently completed by the Naval Ship Systems Command. The following is an excerpt from that study.

Evolution

Since man first went to sea in ships to trade and reap harvests of the sea, other men have used ships to interfere with those vessels engaged in lawful activities. Those men who sailed the latter ships were often pirates, brigands who claimed allegiance to no state. As nations evolved and made war on one another, their warships attempted to disrupt the maritime trade and other commercial sea activities of their opponents.

Thus grew the need for ships to defend merchant ships against pirates in peacetime and enemy warships during war. These defending or "escort" ships were sometimes full-fledged warships. However, because a nation's larger warships could often be better employed in fighting enemy fleets than in escorting merchant ships, smaller, lighter-armed ships usually were employed in the escort role.

Ships used for escort have varied throughout history from older warships no longer suitable for first-line fighting, to merchant ships and even fishing craft that were equipped with guns to serve as "quasi-warships."

By the beginning of the 20th century navies had a number of different types of escort ships: sloops, corvettes, frigates, gunboats, and others. Their characteristics varied greatly, depending upon the navy and its requirements. In general, such ships were small and had limited capabilities.

World War I brought a new requirement for escort ships. Whereas the main threat to merchant shipping previously had been an enemy's surface warships, the submarine evolved as the primary commerce raider in the 1914-1918 war.

With the submarines attacking while submerged, the escort ships were fitted with sound detection equipment. Initially these were hydrophones or listening instruments lowered into the water to hear the sounds of a submarine's propellers. Once the submarine was detected, either visually or by sound, the escort ships would race for the sound "contact" with

FRIGATES

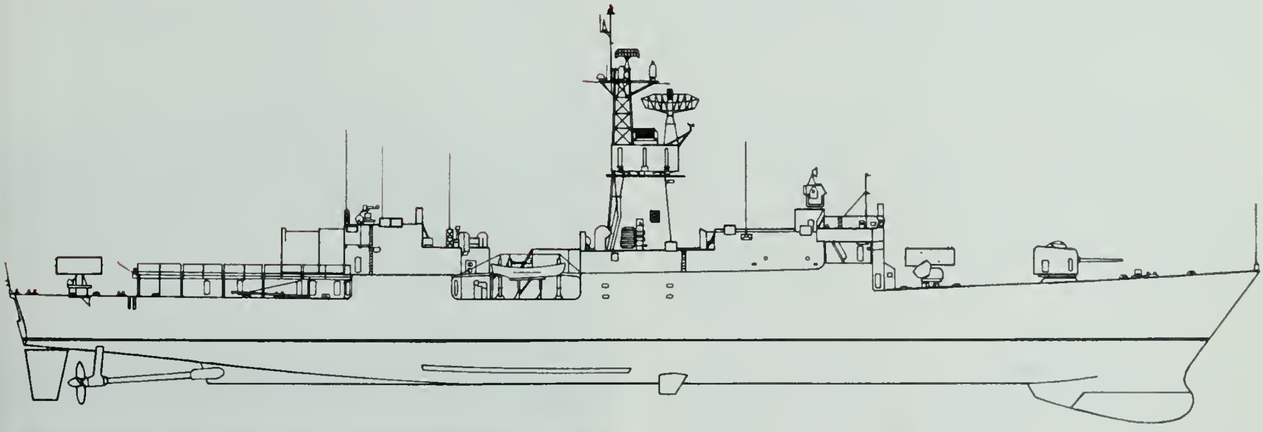
guns firing if part of the submarine or its periscope were visible. As the escort ship reached the contact, it would fire or release the new antisubmarine weapons that were being developed. The early weapons were a collection of unusual devices. Among them were "darts" with explosive heads that could be fired at the submarine and a "harpoon" carrying a line tied to an explosive charge that was intended to catch on the submarine's wooden overdeck. But the most practical and successful weapon became the depth charge.

Colloquially known as the "ash can," the depth charge resembled a trash can and was fitted with an explosive charge and a pressure-sensitive fuze that would detonate the explosive when the weapon reached a preset depth (the pressure of the water increases almost a half-pound per square inch with every foot of depth).

It was estimated that a depth charge explosion could destroy a submarine at a distance of some 15 feet and damage one within some 30 feet. As with modern underwater weapons, damage is caused by the tremendous pressure wave generated by an explosion.

Even if the depth charge attack did not sink or damage the submarine, the explosions let the crew know that they were detected and that a destroyer or other escort ship was in the area. A depth charge attack could be a frightening psychological ordeal.

The ferocity of the submarine war can be measured by the number of allied merchant ships sunk during the war and the number of enemy submarines (German and Austrian) that were destroyed:



Losses

	1914-15	1916	1917	1918 (10 mos.)
Allied merchant ships	400	946	2439	1027
Enemy submarines	24	25	66	88

When the United States entered World War I on 6 Apr 1917, the most urgent Allied requirement was for escort ships to convoy freighters bringing food, coal,

Above: Design of the latest patrol frigate. Left: USS England (DE 635) was commissioned on 10 Dec 1943.

and raw materials to Britain. At the time it was estimated that Britain had sufficient food supplies to last for less than a month. Immediately, U.S. destroyers were dispatched across the Atlantic to join British escort forces. These ships soon were followed by newer destroyers as U. S. shipyards, having had three years for preparation, were able to tool up for mass production of destroyers.

Relatively little consideration was given to antisubmarine warfare or convoy escort in the years between the world wars for a number of reasons. Some military experts believed that the next war would be fought entirely in the air; others felt that improved acoustic detection devices would make submarines easy to locate and destroy. When war erupted in Europe in September of 1939, the British Navy was ill-equipped for combating German submarines. Fortunately for the British, the German Navy had only 57 operational U-boats and would require more than a year to build up a viable force of submarines. (The Germans would also employ large surface warships, battleships and cruisers, and heavily armed merchant ships disguised as Allied freighters in the merchant-raider role.)

The United States was able to profit from the British Antisubmarine Warfare (ASW) experience from 1939 to 1941 and had time before entering the conflict to begin massive ship construction programs. During 1942-45 the nation's shipyards built some 1300 small ASW ships (between 100 and 200 feet in length) and more than 600 large ASW ships (approximately 300 feet long), and converted hundreds of yachts and trawlers to fight submarines. These yards also built several hundred destroyers and more than 100 escort or "jeep" aircraft carriers that were highly effective in the ASW role.

The most important ASW ships were probably the so-called destroyer escorts (DE). These ships essentially were small destroyers fitted with about half the power plant of a destroyer (giving the DE a speed of about 20 knots compared with almost 35 knots for a war-built destroyer). The DE carried fewer guns and torpedo tubes than a destroyer, but had the same general antisubmarine capabilities as the larger ship.

The DE was fitted with acoustic detection equipment, sound navigation and ranging-sonar and ASW weapons. Initially the DE carried only depth charges, rolled off the stern and fired from side launchers. The depth charges were made more streamlined, being given almost a bomb shape so they would sink to their exploding depth more rapidly.

Still, depth charges had two principal disadvantages — first, they required the attacking ship to overrun the submarine, meaning that for a few moments, the ship's own propeller and movement sounds would blank out the U-boat noises. Second, the depth charges, preset to explode at the submarine's estimated depth, would always detonate and this further masked any submarine sounds. Under these circumstances there were several minutes when the submarine could not be heard, and unless it sustained damage from the exploding pattern of depth charges, it could possibly evade pursuers.

To overcome these limitations, the ahead-throwing "hedgehog" was developed. This weapon fired 24 relatively small, rocket-projectiles into the water some 250 yards ahead of the escort ship. The projectiles entered the water in a large, circular pattern and plummeted through the depths, exploding only upon contact with a submarine hull. Although the 31-pound explosive charge was smaller than a depth charge, it could still inflict significant damage on a submarine. The weapon was dubbed "hedgehog" because the launcher spigots which held the projectiles were somewhat akin to the protruding quills of a porcupine or hedgehog.

Another technological development that became a key instrument in ASW during World War II was radar — Radio Detection and Raging. Radar transmits radio waves in narrow beams to detect objects in darkness or fog and at greater distances in clear weather than the human eye can see. Escort ships were provided with radar to enable them to detect U-boats on the surface at night and in fog or their periscopes when submerged.

Fitted with depth charges, the ahead-firing hedgehog, and radar as well as sonar, the destroyer escort was a most important member of allied ASW forces in World War II. Other components of allied ASW forces included land-based aircraft and blimps, escort or jeep aircraft carriers and their planes, destroyers and the many types of smaller ASW ships and craft. Allied submarines also had a limited role in the antisubmarine operations.

With the U.S. entry into World War II, contracts were quickly let for hundreds of additional destroyer escorts as the battle against German U-boats in the Atlantic was given top priority for the Allies. Without safe Allied use of the Atlantic shipping lanes, Britain could not survive and there could be no Allied troop landings on the Axis-held portions of Africa or Europe.

The hundreds of escort ships that fought under the U. S. flag attacked German and Italian subs in the Atlantic and Japanese submarines in the Pacific. Sometimes the DEs were part of the merchant convoy

escorts; at other times they protected amphibious landing forces; and sometimes they teamed up with escort aircraft carriers (especially in the Atlantic) to form "hunter-killer" teams that sought out enemy submarines.

Although intended primarily as antisubmarine ships, the DEs were pitted against intense air attacks, especially in the Pacific, including Japanese suicide planes or kamikazes, and against the largest battleship ever built, the 67,000-ton *Yamato*. In a battle which occurred off the eastern coast of the Philippines in October 1944, several groups of destroyers and escort ships were pitted against *Yamato* and a fleet of battleships in a move to protect some fleeing Allied carriers. A number of the Allied destroyers and escorts were damaged and sunk but the Japanese attack was repelled.

After the war scores of the damaged and less capable DEs were scrapped and others were transferred to foreign navies. Hundreds of others were "mothballed" and relatively few were retained in the active U. S. Navy service. When the Korean conflict began in June 1950, orders went out to activate some of the retired destroyer escorts in addition to hundreds of other Navy ships.

Below left: USS McCloy (DE 1038), commissioned on 21 Oct 1963. Below: USS Dealey (DE 1006) was commissioned on 3 Jun 1954. Bottom: USS Brooke (DEG 1) was commissioned on 12 Mar 1966.

There was little threat from submarines in the Korean conflict because neither North Korea nor Communist China had a submarine capability at the time. Still, consideration had to be given to the possibility that the Soviet Union, which had the world's largest submarine fleet, might enter the conflict in Asia or elsewhere. Indeed, by 1950 there was evidence that the Soviets were beginning a massive submarine construction effort, one that would peak in the mid-1950s when 90 submarines were launched in a single year.

The U. S. Navy then initiated a new DE-building program. These ships would be more capable than their World War II counterparts and suitable for mass production, In addition to a slightly higher speed, they would have improved radar and sonar.

The first of these new ships was *Dealey*, completed in 1954. At about the same time the designation DE was change from "destroyer escort" to simply "escort ship" to avoid confusion with larger destroyers that were being modified with improved antisubmarine weapons and called "escort destroyers" (DDE).

Bronstein and *McCloy*, both completed in 1963, were the first DEs to have the newly developed SQS-26 sonar, a very large underwater detection system. The large sonar dome is mounted in the bow of the ships, as far forward and away from the ship's machinery noises as possible. In addition to being capable of passive detection, that is, listening for submarine sounds, this sonar can be active, transmitting a narrow but powerful beam of sound that is reflected back should it encounter an underwater object. The ranges of the sonar, in both passive and active modes, are much greater than previous sonar detection capabilities.

Bronstein and *McCoy* were followed by 63 additional escort ships that incorporated the large SQS-26 sonar, antisubmarine rocket (*Asroc*), and a helicopter capability; the 10 *Garcia* class ships and six *Brooke* class escorts that also have an antiaircraft missile launcher; 46 of the large *Knox* class ships; and the one-of-a-kind *Glover*, used as an antisubmarine research ship.

The last units of the *Knox* class are now under construction. Led by *Knox* in September of 1970, several of this class of escort ships have deployed to Southeast Asia and participated in the Vietnam conflict. Their accomplishments exceeded expectations with respect to performance and mission versatility. Although the *Knox*-class ships were intended primarily for antisubmarine operations, the nature of the Vietnam conflict and the severe reductions in more capable destroyer ships required the escort ships to fulfill many roles normally assigned to general-purpose destroyers.

These roles included gunfire support for operations ashore, blockade, and pilot recovery in hostile waters.

Program Status

The last eight of the *Knox*-class ocean escorts will be completed during 1974. These ships are being constructed in Westwego, La., by the nation's largest builder of escort-type ships for the U. S. Navy and Coast Guard.

When the 46 *Knox*-class ships are completed, the Navy will have 65 first-class ocean escorts, ships fitted with the *Asroc* weapon system, SQS-26 sonar, and a helicopter capability. (Several older, less-capable escort ships also will be in service during the 1970s, but employed primarily in the Naval Reserve training role.)

Design efforts are underway on the follow-on ocean escort ship, now designated "patrol frigate." The first ship of this class was funded in the FY 1973 budget with completion expected in 1977. The two civilian shipyards (in Bath, Me., and Seattle, Wash.), are heavily involved in developing the designs for the patrol frigate.

Approximately 50 ships of the patrol frigate series now are planned. After the lead ship is completed in 1977, completion of the follow-on ships will be delayed about 16 months to permit additional evaluation of the first ship's design. Then, the additional ships are planned to be completed at the rate of about 12 a year.

These programs will provide the Navy with approximately 115 first-line ocean escort ships by the mid-1980s.

Designs and Electronics

The Navy's new ocean escort ships and patrol frigates incorporate design features and equipment based on the two decades of escort ship development since the *Dealey*-class was designed in the early 1950s (*Dealey* was the first ocean escort developed to combat high performance submarines of the post-World War II designs).

Forward on the main deck is open space for shipboard weapons. Amidships is the superstructure which houses command and control spaces and some living quarters. Both types of ships have a helicopter hangar at the after end of the superstructure. Immediately behind the hangar is a flight deck for helicopter landing and takeoff.

The most obvious electronic features of these ships are their radar antennas, normally rotating as they transmit energy beams that will be reflected back to the antennas when they encounter objects. The presentation of these radar pictures is shown on a viewing scope located in the combat information center, on the bridge and in other key positions of the ship.

The *Knox*-class escort ships have an SPS-40 air search radar and SPS-10 navigation radar, both mounted on the "mack" structure. In addition, a smaller radar for directing the 5-inch gun is mounted on a director above the bridge. In the patrol frigate more advanced radars will be provided, probably the SPS-49 air search, SPS-55 surface search, and gunfire control radar.

For the detection of submarines these ships are fitted with advanced sonar equipment. The *Knox*-class ships have the bow-mounted SQS-26CX sonar, which is capable of passive and active detection.

Helicopter facilities in the two ship designs permit them to operate the helicopter of the Light Airborne Multi-Purpose System (LAMPS). This helicopter (described in detail later) carries several submarine detection devices. Data from the helicopter's sensors can be transmitted automatically to the escort ship or patrol frigate for analysis by the computers and control centers.

Characteristics

The following are the basic characteristics of the *Knox*-class escort ships and the preliminary characteristics of the planned patrol frigates (the patrol fri-

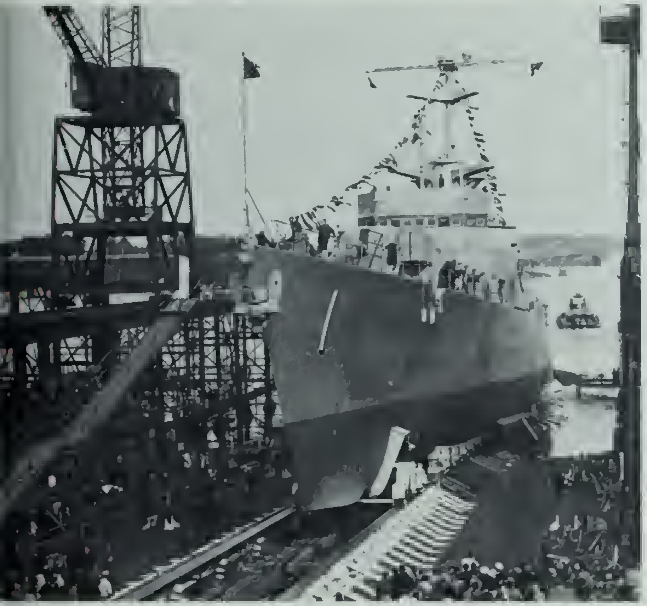
Upper left: USS Garcia (DE 1040), commissioned on 21 Dec 1964. Right: USS Glover (AGDE 1) was commissioned on 13 Nov 1965. Upper right: USS Harold E. Holt (DE 1074) was commissioned on 26 Mar 1971.

gate data can be expected to change slightly as design of the ship is completed):

	Knox-class escort ships	Patrol frigates
Displacement, full load	4100 tons	3400 tons
Length overall	438 feet	445 feet
Beam	45 ¾ feet	45 feet
Draft	25 feet	23 ¾ feet
Missile launchers	1 multiple Sea Sparrow AA	1 combination Standard-Harpoon
Guns	1 X 5-inch DP	1 X 76-mm DP 1 X CIWS
Antisubmarine weapons	1 helicopter 1 multiple Asroc launcher 4 torpedo tubes	2 helicopters 6 torpedo tubes
Engines	Steam turbine	Gas turbine
Boilers	2	none
Horsepower	35,000	40,000
Propeller shafts	1	1
Speed	27 + knots	28 + knots
Complement	245 to 283	185

Weapons

At the time *Knox* and her sister ships were being designed, consideration was given to arming them with an antiaircraft missile system. However, development of the weapon was halted. The highly successful *Sparrow III* air-to-air missile has been adopted for shipboard use. An eight-tube launcher for the missile, redesignated *Sea Sparrow,* is being installed on the stern of some *Knox*-class ships. This missile can be used for defense against low-flying attacking aircraft.



For antisubmarine warfare the *Knox*-class ships have three complementary weapons. For close-in attack against submarines each ship has four torpedo tubes built into the after superstructure. These fire the Mark 46 torpedo, a small, 8.5-foot weapon that seeks out submarine noises or searches for the submarine with sound waves. Behind the gun mount in the *Knox*-class ships is the eight-tube launcher for the Antisubmarine Rocket, *Asroc.* For long-range attacks against submarines the *Knox*-class ships are being fitted to operate LAMPS equipment.

The SH-2D helicopter has twin turbine engines and is equipped with various sensors for detecting submarines and with torpedoes for attacking them. The sensors include radar to detect periscopes and antennas, magnetic detector to ascertain changes in the earth's magnetic field caused by a submarine, infrared devices to help find diesel-propelled submarines, and acoustic sonobuoys. The last are smaller listening devices dropped into the water from the helicopter. They can detect submarine noises and transmit the information automatically to the helicopter by radio. These sonobuoys, some dropped singly and some in patterns, are expendable and sink after their batteries give out.

During the service life of these ships additional weapons could be installed as they become available and are required, and more helicopters could be provided.

The *Knox*-class escort ships are propelled by a steam turbine turning a single propeller shaft. The steam plant in the *Knox*-class ships is one-half of the propulsion system of the larger, *Adams*-class destroyers. The basic plant is thus tried and tested with demonstrated reliability. However, several design improvements were made when the plant was adapted to the *Knox*-class, resulting in increased automation and performance. During Fleet operations *Knox* and her sister ships have exceeded both their designed speed and endurance requirements.

The patrol frigate propulsion plant will consist of two marine gas turbines, a modification of aircraft turbofan engines. This engine, designated LM2500, has a demonstrated reliability, having been in service for several years in vehicle cargo ship GTS *William M. Callahan*, a merchant ship operated under contract to the Military Sealift Command.

The basic design of the *Knox*-class escort ship provides accommodations for 17 officers and 228 enlisted men. In addition, some of the ships have accommodations for two additional officers, the senior of which will be the commander of a squadron or division of escort ships. The addition of the helicopter and *Sea Sparrow* antiaircraft missile to these ships will increase their complements up to 22 officers and 261 enlisted men.

The complement of the patrol frigate still is being considered; preliminary plans provide accommodations for 17 officers and 168 enlisted men. The basic organization of the PF will be similar to the escort ship.

Escort ships of the DE category traditionally are named for deceased Sailors, Marines and Coast Guardsmen who have served the nation with exceptional bravery or distinction.

One ship of the *Knox*-class honors a foreign official in exception to the DE naming tradition. USS *Harold E. Holt* honors the late Prime Minister of Australia, a supporter of U. S. policy in Southeast Asia. Mr. Holt died in December 1967 in a swimming accident. None of the planned PF series ships has been named.

Navy Rock Group

SIR: In a recent issue of ALL HANDS I noticed a spread concerning the Navy rock group called the "Commodores." I am interested in obtaining more facts and information about them. — AA D. A. N.

• *We have been informed that the "Commodores" is the official jazz unit of the world-famous U. S. Navy Band located in Washington, D. C. While the majority of its concerts are performed in the capital area, it tours several times each year in its efforts to keep alive the tradition of the "Big Band" sound. Its 20 members, all active Navy personnel, are selected mainly from various Navy Fleet bands located around the world, although some are recruited directly from civilian life. As part of the "Commodores" entertainment package, it has one male and one female vocalist.* — ED.

Residing in Navy Housing

SIR: I reside in Navy housing. Several of my acquaintances who also live in Navy housing have expressed a problem with dependents of other families. These problems range from harassment of their children to damage to government property.

I have read somewhere that the sponsor is responsible for his dependents and can be held accountable for their actions, but I cannot find any such reference. I would like to know what these instructions or regulations are. — RM1 J.E.C.

• *Responsibility for the behavior and acts of service members' dependents is placed squarely where it belongs – on the service members themselves. Section 7.2 of NavFac P-352, the "bible" for operating Navy family housing complexes, states the rules and regulations relating to occupancy of Navy family housing. It includes discussion of the responsibility for acts of children and guests and conditions under which rights to occupancy will be terminated. These rules and regulations are to be included in an "Occupants Handbook" given to residents in Navy housing.*

Additionally, enclosure (5) of OpNavInst 11101.13E, "Assignment, Utilization and Occupancy Termination of Navy Housing," states that occupancy in public quarters may be terminated in part for any of the following reasons: "Unacceptable care or destruction of the housing unit assigned or related property, unacceptable or wanton behavior destructive to morale," or when "required to preserve military discipline."

Liaison with local housing managers indicates that frequently complaints received by them concerning alleged behavior and activities of dependent children are not specific enough or prompt enough to enable follow-up action to be taken. Residents should be encouraged to write down, in detail, the nature of the complaint and circumstances surrounding it and submit it promptly to the housing office. —ED.

Applying for W-3

SIR: I read last year of a proposal being generated in BuPers which would give E-9s an opportunity to apply for W-3. Would you please comment on the status of this proposal. — EQCM C. A. B.

• *Review of the LDO and Warrant Officer program is still being made by the Chief of Naval Personnel. While some changes are expected, a decision has not been made as to what they will be. The present program, we are told, will continue in effect for 1974. But rest assured, any changes in these programs will be given wide publicity.* – ED.

Travel/Proceed Time

SIR: I have chosen to reside in the Republic of the Philippines upon transfer to the Fleet Reserve and have received PCS orders to NAS Subic Bay for separation there. I have now been informed that, because it is my desire to be separated there, I am not entitled to proceed or travel time but will have it counted as leave.

Am I right to say that all PCS orders grant proceed and travel time entitlement? —BT1 B. C.

• *No, proceed and travel time are not necessarily granted with all permanent change of station orders. A member who receives PCS orders for transfer in the same locale will not be entitled to it. Personnel who receive PCS orders which do not authorize leave en route are not entitled to proceed time.*

When being transferred to the Fleet Reserve you may be separated at any activity you choose, provided it is at no additional expense to the government. If additional travel time is needed beyond that authorized to get you to the nearest separation activity, it is charged as leave (BuPers Man 3810260). Proceed time is never granted in connection with separation or retirement orders (BuPers Man 1830160). — ED.

'An 1814 Battle . . .'

SIR: In your March 1974 issue you describe the picture on page 50 as a "painting of an 1814 battle . . ." If so, this must have been the most festive battle in naval history, because all of the ships are "dressed." Additionally, it must have been a family quarrel, since the last ship in the line flies the same stern flag as the ship at the extreme right. And finally, sightseeing tours of battles must have been the vogue; why else so many barges obviously unarmed and carrying VIPs? — Mitchell Arkin, Military Sealift Command

• *Okay, okay, okay – everybody on the staff was so impressed by the photo you mentioned that we (none of us) followed through on checking out the caption and thus did not catch the error before press time.*

We should like to call your attention to another flag photo in that series which was incorrect (we are somewhat surprised that you did not mention it). The admiral's flag shown on the ship appearing at the bottom of page 56 was hoisted upside down. We printed it the way the ship showed it. — ED.

Eligibility for E-3

SIR: Is there a specific order in which requirements must be met before an individual can be considered eligible to take the examination for pay grade E-3? — PN1 L.D.W., USN.

• *Not according to the Professional Standards Branch in the Bureau. However, certain eligibility requirements must be completed, such as practical factors and certain E-3 courses of study. By the way, commanding officers have the authority to advance members to E-3 without regard to any quota limitations.* — ED.

DM2 F. P. Akins

"Now, Ensign, let me give you some fatherly advice . . ."

YNC Gerald M. Avera

"The man said 'Liberty Call' not Abandon Ship'!"

on the serious side

RM2 William L. Hamilton

"Here's that 10 feet of chow-line you wanted, Chief."

DMSN Joseph F. Ballard

"Where's that new bos'n?"

DMSN Joseph F. Ballard

"STOW THAT GEAR!"

TAFFRAIL TALK

Whether or not it was love at first sight isn't important to this story. What is important, is that Seabee Mike Clancy met Navy woman Seaman Apprentice Cindy Dreisbach while he was attending diving school at the Washington Navy Yard. Within a month, they were engaged.

Cindy had always cherished the idea that she would make her own wedding dress — a real dream of a gown with delicate lace, yards and yards of white satin, hundreds and hundreds of seed pearls — you know, the whole works.

Putting the gown together was quite a project. Cindy worked on it every spare minute of her time for three months. When it was completed, she surveyed it proudly. The pale beauty of four hundred seed pearls glowed in the lace of the gown's sleeves and the shimmering satin brocade of its bodice. It was a magnificent creation.

The nuptials had been set for 22 June in Cindy's hometown of Bellevue, Ohio. Early in the month, Cindy decided to take the gown with her when she visited Clancy at Davisville, R. I., where he was then stationed. When she returned to the airport in Washington, she collected her bag, hailed a cab (which was also carrying other passengers) and returned to her barracks at the Navy Yard. Arriving at the barracks, the cabbie opened the trunk and Cindy's suitcase was missing.

In a panic, she remembered one of the other passengers in the cab had decided, before leaving the airport, that the fare was too high and asked to be let out. The driver had gone around the cab and placed some luggage on the sidewalk driving off with Cindy — minus her bag.

Cindy and a friend rushed back to the airport, scoured the "lost and found" plus every nook and cranny in the whole huge complex. They thought surely they would find the mssing bag — it was so easy to spot — red trimmed Navy blue with a big "Go Navy" sticker on it. If they had seen it, they could have recognized it in a second. Trouble was, they didn't see it. Cindy returned to the Navy Yard almost in tears.

Somehow, a local newspaper picked up the story. Several calls were received from readers who offered to lend or give Cindy their own wedding gowns. Cindy was grateful but really wanted her own. By then, however, she had reconciled herself to the prospect that she might never see the gown again.

Fortunately, the newspaper story was read by the bell captain at a motel in Virginia just across the Potomac from the District of Columbia. Joseph Corbitt remembered seeing an unclaimed bag in the motel's luggage room. Finding the bag matched the newspaper description of Cindy's lost suitcase, the bell captain took the bag to the newspaper's editorial offices where Cindy was summoned from the Navy Yard. Although the newspaper and the Navy Yard were only minutes apart, Cindy was so excited, she got lost and turned the trip into an hour. When she finally arrived, she opened the bag and, with tears streaming down her cheeks, cradled the gown in her arms then gave the smiling bell captain a big hug.

It all goes to show that what's his name was right. All's well that ends well.

The All Hands Staff

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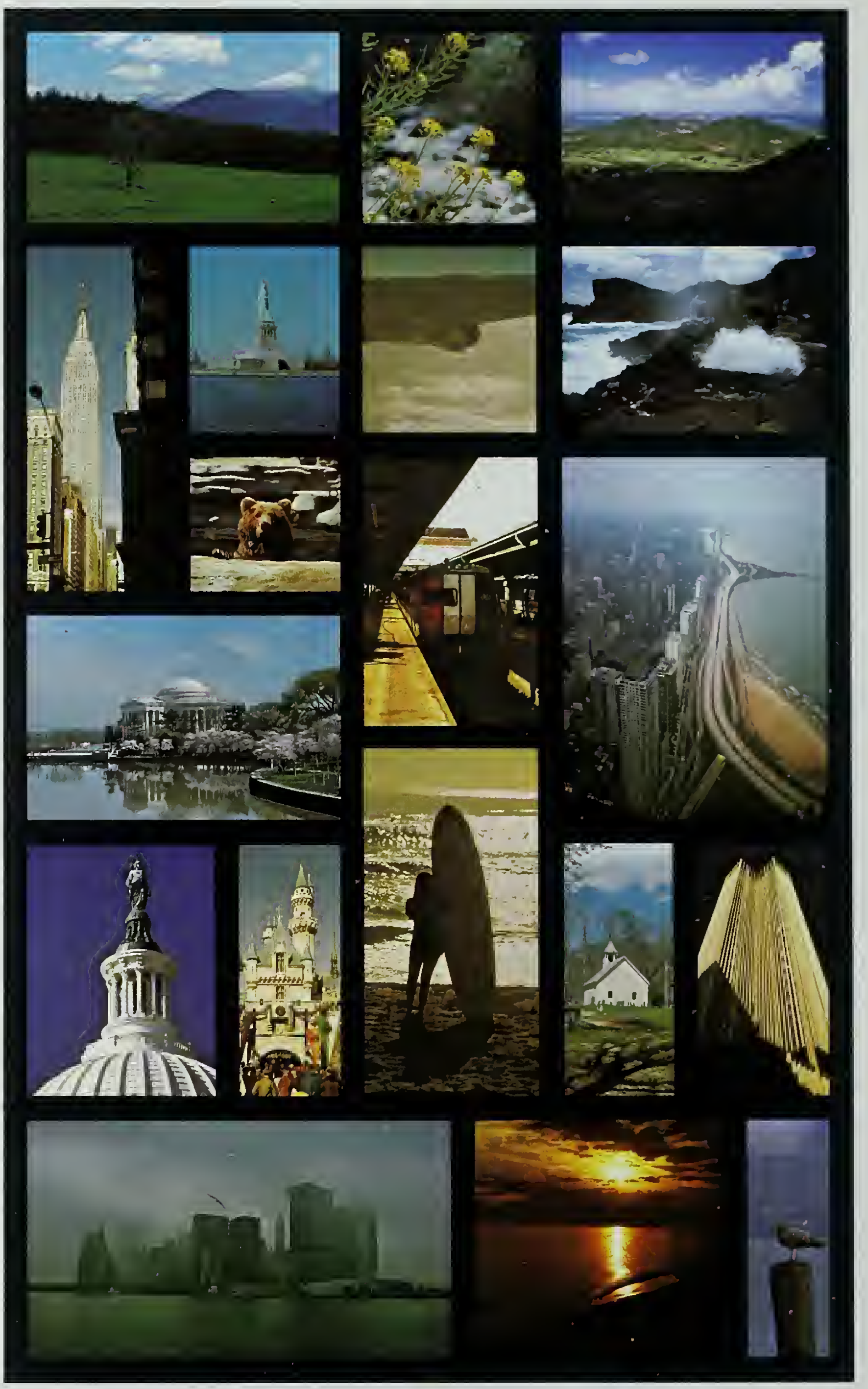
RIGHT: A future Navyman dreams of the day he'll serve in the ships of the Fleet. Photo by PHCS Ken Bumpus.



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FRONT COVER: Officer Candidates Susan M. Beimborn and Patric A. Pappenfus during training at Newport; photo by PH1 Rich Pendergist. BACK COVER: Scenes from Newport Officer Candidate School. Photos by PH1 Rich Pendergist.

AT LEFT: CAPT Gerald E. Thomas, a FY 1975 rear admiral selectee, with the men of the USS Francis Hammond during a recent inspection. Photo by Skipp Calvert.

OCS Regimental Commander X-Enlisted Man

"Being regimental commander at Officer Candidate School meant an additional 40 hours a week but there is no doubt in my mind that I'd do it again," says Officer Candidate William P. Craft, 27, one of many ex-enlisted men in the Navy who, through many different routes, end up at OCS Newport, R. I., and ultimately move on to a career as a commissioned officer.

In Craft's case the route to the officer training program took him through four years of the Navy as an enlisted man with duties ranging from squadron watches to photo-interpretation, then as a civilian veteran taking advantage of the GI Bill, completing a college program that earned him a bachelor's degree.

"During my first enlistment I realized that I wanted to be involved with driving the ship." This realization came to Craft at the end of a tour which began in 1967. His enlisted career started with basic training in Great Lakes. After his graduation he was transferred to NAS Sanford, Fla., where he was assigned to an aviation squadron and given (what else?) messcooking duties. He requested Photo-Interpretation Class A school after working in the squadron's Air Intelligence Shop, then attended the Armed Forces Air Intelligence School, Lowry Air Force Base, Denver, Colo. Upon completion he was assigned to Heavy Attack Squadron 3 (RVAH-3) and later RVAH-14, both at Albany, Ga. During his next assignment he deployed with RVAH-6 squadron aboard USS *Kitty Hawk* (CVA 63) and made a nine-month western Pacific cruise visiting Hong Kong, the Republic of the Philippines, and Japan.

While deployed he became involved with mission

Left, top: Petty officer William P. Craft during his first enlistment. Left: ENS Craft at OCS, Newport, R. I.
Facing page: ENS Craft, during graduation ceremonies, shows his certificate of graduation to his mother.

OCS Regimental Commander

planning for the squadron and as mission planning petty officer was responsible for the dissemination of information to pilots preparing for missions in Vietnam.

His concern with photo-interpretation diminished as he developed a strong interest in changing his rating to that of quartermaster.

"I liked the Navy but I didn't take to the job as a PT — all I knew was that I wanted to drive a ship." He put in an application for cross-rating to quartermaster but it was turned down because of VRB complications. That's when he decided to go on to college.

Through the aid of the GI Bill, his parents and part-time work, Craft graduated from the honors college at Michigan State University with a bachelor's degree in physical geography and subsequently reentered the Navy to attend the Officer Candidate School.

"I didn't actually go through college with OCS and the Navy foremost in my mind, but I never overlooked it as a job possibility."

As a matter of fact, when Craft decided to join the Navy for the OCS program he was shocked when his first application was not accepted.

"I had exceeded every requirement and I just assumed they would create a billet for me even if one didn't exist."

There were openings in the fields of aviation and nuclear power, the recruiters said, but they had already filled their quotas for OCS applications. "However, I wasn't interested because I wanted to be on the bridge of a destroyer."

Then an opening came — the billet was given to Craft and he was sent to Newport.

"Officer Candidate Craft has been really busy here in Newport," says CDR Julian C. Patrick, USN, Director of OCS. "As regimental commander he is virtually in charge of all the student activities. He acts as master of ceremonies at all functions involving the student body."

After his graduation in June, Ensign Craft said, "The OCS program has been very useful. Although it's a military organization where discipline is stressed, OCS places a lot of emphasis on academics. It is nothing like the enlisted boot camp. I would say it is more like the real Navy. Some courses were tough and some easy. I especially liked the leadership course where our instructor used case studies to teach the material which resulted in some really heavy discussions."

"My duties as regimental commander can be likened to that of a division officer," he said, giving his final evaluation. "I'm sure I will see the Navy in a new light because of my training at OCS."

It looks like one of these days he'll be getting his wish. Ensign Craft's first assignment will be to USS *Gridley* (DLG 21), as gunnery officer.

— Story and photos by PH1 Richard A. Pendergist, USN

ENS Craft speaking at graduation ceremonies (far left), talking with CAPT Howard N. Kay, NETC commanding officer (bottom, left, this page) and fulfilling various duties as Regimental Commander. Below: USS Kitty Hawk (CVA 63), PO Craft's ship assignment during his enlisted tour. Bottom: Craft as a 3rd class petty officer in the Navy.

Going to School at Newport

The Newport Navy Campus has been an active one this past summer, with a wide selection of students — men and women — from all over the nation reporting for or completing various types of training.

And it's going to continue to be so. In other words, the Newport Navy is very much alive — although its mission has changed.

There are 24 separate naval commands and activities operating in this city with its long association with the sea service. However, the basic impact of change is that the mission of these activities has been redirected from one primarily of Fleet support to one of training and education.

On these the following pages are examples of the latest happenings in Newport. Some have been going on for years, while others are recent changes in the area of education and training.

The Navy's most prestigious educational institution in Newport, of course, is the Naval War College, which was established in 1884. It is the Navy's senior graduate level educational institution and one of the oldest colleges of its kind in the world. The college graduates more than 1000 students per year in three 10-month resident colleges; a twice-a-year, five-month course, and a number of short courses. For a report on the new look and changes at the Naval War College, under its current president, Vice Admiral Stansfield Turner, USN, see the article beginning on page 13.

Another big change has come about with the establishment early this year of the Naval Education and Training Center (NETC). It is an amalgam of five former shore commands — the Naval Base staff, Naval Station, Naval Officer Training Center, Public Works Center, and the Supply Center Annex. It operates seven schools, including the Officer Candidate School and SWOSLANT, that provide a source of qualified commissioned officers, officers trained in certain warfare specialties and foreign officer candidates.

This month, an eighth school, the Naval Academy Preparatory School (NAPS), preparing enlisted men to qualify for the Naval Academy, will go into operation as part of NETC's responsibility in Newport.

"Our mission at NETC is twofold," says Captain Howard N. Kay, USN, commander of the center, "that is, to train naval personnel, primarily officers, and to provide support to other naval organizations in the Newport area including, among others, the Naval War College, the Naval Underwater Systems Center, the Naval Destroyer School, the Naval Justice School, and Naval Regional Medical Center."

Those schools directly administered by NETC Newport alone make up a sizable group. They include the Officer Candidate School, Officer Indoctrination School, Surface Warfare Officer School, Anti-Submarine Warfare Officer School, Communication School, Instructor Training School, and the Chaplains School.

There have been other changes and innovations in Newport.

• Take the Officer Candidate School, as one example. It is now a coed Navy institution (see cover photo).

"In less than 25 years," says CAPT Kay, "OCS has graduated more than 78,000 officers! It is the only avenue for college graduates who decide on a Navy career after they have received their degrees to be commissioned in the Line Navy and the Supply Corp," the NETC commander added.

At the OCS this past summer, classes of students, ranging up to 175 in August, were commissioned into the Navy. Their graduation capped 19 weeks of intensive training, with a curriculum including leadership, management, navigation, naval orientation and communication skills. In addition, the candidates competed for OCS regimental leadership positions.

Standing out among these was an ex-enlisted man, William Craft, of the class graduating in late June. He was selected as Regimental Commander, and also was the recipient of a Naval Reserve Officer Association award for demonstrating exceptional leadership. See page 3 for a profile on former Petty Officer Craft, now Ensign Craft and also see the following pages for a varied sampling of life at NETC today.

Right: CAPT Howard N. Kay, NETC commanding officer. Far right: Students in the Communications School. Below: OCS graduation.

- Other changes at NETC Schools Newport can be found at the Surface Warfare Officer School, better known as SWOSLANT, which was recently expanded, with 100-member classes taking 15 weeks of training. The training includes damage control, inport and underway watchstanding, tactics, and operations. The curriculum has a threefold purpose.

First, students will be exposed to requirements and situations they will encounter in the fleet.

Second, they will gain the level of expertise required of all applicants for the new Surface Warfare Officer designator.

And, third, prospective commanding officers will know the graduates' capabilities before they report for duty in the fleet.

The students arrive at SWOS following their commissioning from the Naval Academy, the NROTC program, the NESEP program, OCS, the U. S. Maritime Academy, and certain other programs.

Of the first expanded class, graduates will be assigned as follows: 50 to destroyer type ships, 13 to service force ships, 19 to amphibious forces ships and two to mine forces ships. (For more on SWOS, see the report appearing on page 10.)

- Latest to join NETC Newport is the Naval Academy Preparatory School (NAPS). Announcement of the transfer of the Prep School from Bainbridge, Md., was made this summer by Secretary of the Navy J. William Middendorf, II.

The relocation of NAPS, third oldest school in the Navy, has already commenced to allow classes to start this month (September).

Involved are some 300 students and a staff of about 41 military and civilian personnel. For the past 30 years, the primary function of NAPS has been to prepare young men academically, militarily and physically for entrance in the USNA.

Enlisted men are selected from active duty candidates, Navy and Marine Corps Reserve personnel and candidates from other branches of the armed forces, plus some civilians who, having been nominated for

Going to School at Newport

appointment, require additional preparation.

This is the third time around for NAPS in Newport. NAPS was actually founded at Newport in 1915, but has spent most of its life in Bainbridge. It is antedated only by the Naval Academy and the Naval War College.

The beginning class in 1915 consisted of 13 members. Seven years later it moved to Norfolk, where it remained for 20 years. In 1942 it moved to Bainbridge, where it remained, with the exception of an 18-month period starting in 1950, when it was again located in Newport.

The course of instruction at NAPS emphasizes preparation in English, math and science. The school year commences in early September, and continues until the end of the following May, with the graduates taking a month's leave before moving on to the Naval Academy.

Here in capsule form, are latest reports on some of the other schools at Newport.

- An important educational institution of long standing is the Naval Destroyer School, which provides six-month department head courses for experienced junior officers in the three line areas: Operations, Weapons and Engineering. The school also offers courses for prosective commanding officers, prospective executive officers, and various engineering technical courses.

This summer Naval Academy midshipmen were very much in evidence at the Destroyer School, taking courses and so-called "hands on" training — allowing students actually to use equipment in practical exercises. (For more on the Destroyer School, see earlier reports in ALL HANDS, including the August 1970 issue, page 6.)

- Newport also has the Naval Justice School, which was moved here in 1950 and has continued without interruption to train personnel of the Defense Department in military law and related matters. It is staffed by lawyers and legalmen and courses of instruction are given on a professional and paraprofessional level. This summer groups of JAG Reserve officers also arrived from all over the country for study in the regular two-week course for Reservists.

- Another large and prestigious command is the Naval Underwater Systems Center (NUSC), the Navy's principal research, development, test and evaluation center for underwater combat systems. Its facilities stretch as far as the Bahamas, Bermuda, and the Azores. It is currently building a six-story Systems Engineering and Computer facility, part of which will be

used to train crews of *Trident* submarines. It employs about 1900 military and civilian personnel, most of them scientific and engineering types.

All told, about 8000 students will be trained at Navy's schools in Newport in this fiscal year. In addition, the schools and other facilities at Newport (including three Reserve destroyers, one minesweeper and a fleet oiler) will have 2500 military personnel assigned, along with some 4000 employees in the civilian Navy family.

As you can see, going to school in Newport can be quite an education. There's something to learn for practically every age group.

— j. a. o.

Photo credits: The photographs appearing in this article on Schools in Newport, as well as the photos illustrating the NROTC "Dry Land Cruise," are the work of PH1 Richard A. Pendergist, USN.

Top, left: Officer candidates in class. Top, right: Classroom instruction at the Communications School. Above: Comm students attending demonstration. Left: Aerial view of the school complex at the Naval Education and Training Center, Newport.

SWOSLANT

Surface Warfare Officer School

Facing page: Phone talker provides sonar input for teammate to study. Top: SWOS CIC simulator. Above: Modern, 110-room student dormitory.

One of the hottest items in the field of education and training at Newport is the expanding Surface Warfare Officer School. The school will train junior officers new to the Navy so that they can be off and running and fully productive from the moment they cross the quarterdeck of their first ship. SWOSLANT has its counterpart in another school at San Diego, known as SWOSPAC.

Encouraged by the results of the SWOS pilot program initiated at Newport on a very modest level in 1970, the Surface Warfare Study last year recommended expansion of the school. A curriculum was provided to the Chief of Naval Education and Training and the Chief of Naval Technical Training which CNO subsequently approved, expanding not only the scope, but also the content and student load of SWOS.

SWOS Director, Commander John Townley, and members of his staff formed a task analysis group last September to study the requirements of an expanded curriculum. Using Surface Warfare Officer qualification requirements as course objectives, they defined requirements common to all junior surface line officers, regardless of ship types.

These requirements form the new SWOS curriculum which leans heavily on practical work and focuses on knowledge required by the junior surface warfare officer in fulfilling his role as junior officer of the watch, CIC watch officer and division officer. It included, among others, antisubmarine warfare, electronic warfare, surface warfare, anti-air warfare, bridge duties and detailed division officer management.

SWOSLANT students will have as their schoolhouse a modern complex here and will use sophisticated simulators for watch performance, training yard patrol craft for actual performance evaluations underway, the damage control trainer "Buttercup," and the ship model basin for shiphandling simulations. A modern, 110-room BOQ will be used exclusively for SWOS personnel and a limited number of family quarters will also be made available for married students.

"We are delighted that the NETC in Newport was selected as the site of the East Coast SWOS," Captain Howard N. Kay says. "We have topnotch facilities which we are going to dedicate to the new SWOS, together with a highly professional staff who have worked very hard to put this package together. Knowing how important the expanded SWOS is to the Surface Warfare community, we intend to run SWOSLANT as a first-rate operation."

Training tailored to the individual's ship is an integral part of SWOSLANT's curriculum. Students will use

SWOSLANT

publications and information peculiar to their ships in order to shift the emphasis from straight academics to projected shipboard conditions. "By the time the student reports to his first ship," CDR Townley says, "he will have worked with most of his ship's management and operations systems. The SWOS graduate will be able to function immediately as a professional.

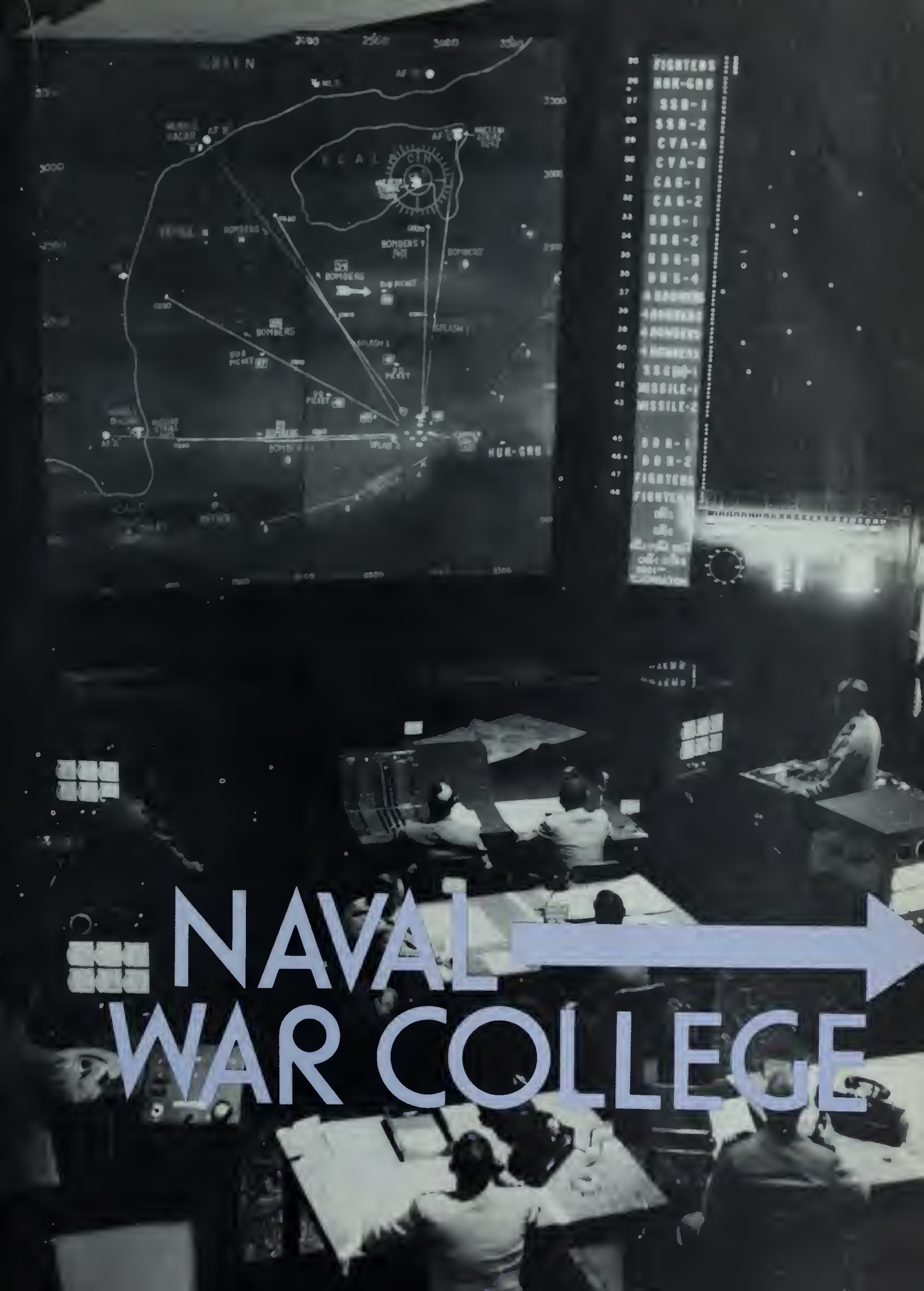
The school serves as a curriculum model manager for the Pacific Coast (SWOSPAC) branch, which opened this fall at Amphibious Base, Coronado, Calif. Like its Atlantic counterpart, SWOSPAC has a 15-week curriculum that stresses realistic shipboard operations and administration.

SWOS staff's goal is to integrate all knowledge into a performance package that allows adequate student progress evaluation by both the student and the instructor. In this way, what the student learns is accurately measured; the student knows his knowledge baseline (SWO qualification requirements); and prospective commanding officers know the performance levels of incoming personnel.

SWOS is a good example of the mission the Navy's training activities will be fulfilling for the future.

Top, SWOS staff members run problem from computer console. Right: Individual SWOS instruction. Below: Students team up for practical exercise. Below, right: Student studies readout of problem on sonar screen. Facing page: The Navy Electronic Warfare Simulator at the Naval War College.

NAVAL WAR COLLEGE



NAVAL WAR COLLEGE

When Naval War College students inevitably are called "future military leaders" many must wonder if the term is only ceremonial or commencement rhetoric. Actually it isn't, and statistics prove it. For example, 70 per cent of the 37 captains selected for rear admiral this year were graduates of a service college and 13 were graduated from the Naval War College. Eighty per cent of the commanders who were in the zone for captain in the Naval War College Class of '73 were selected last year, a substantially higher proportion than in previous years.

Although being graduated from a war college doesn't assure an officer's promotion, it seems apparent that a 10-month course of study at the Naval War College is an important step to higher rank.

The Naval War College is located in historical Newport, R. I., overlooking Narragansett Bay. Founded in 1884, it is the oldest institution of its kind in the world. Despite its age, its physical plant is still expanding even though much of the Newport Naval Base has been closed or consolidated with the new Naval Education and Training Center located there. In addition, the college undertook major curriculum changes in 1972. Much of this growth and change has taken place under the leadership of the college's current president, Vice Admiral Stansfield Turner.

Some of the major changes initiated by Admiral Turner in 1972 were:

- A trimester approach built around three new courses — Strategy and Policy, Naval Tactics, and Defense Economics and Decision Making.
- Emphasis on individual study, with more inten-

sive research required of War College students.

- Seminar groups, consisting of 10 to 12 students and a faculty member.
- A minimum of lectures, designed to aid the student but not to spoon-feed him.
- Progress examinations given to students at intervals throughout the curriculum, the first time for such testing at the War College.
- An increase in civilian and military faculty.

Although major changes in the Naval War College's curriculum have been made, the school's basic mission remains: To enhance the abilities of its students in making the sound decisions required of senior officers in high command and management positions.

The curriculum emphasizes a need for innovative thought by the students. As one student himself put it, "Out in the Fleet, you fall into a right versus wrong existence. Let's face it — there's only one way to service a missile system or a power plant and that's the right way. Do it any other way and the system won't work properly." And another, "The War College curriculum breaks us out of the right versus wrong pattern. It further develops our logical reasoning and innovative thinking which has real advantages in tactics and strategy."

The new curriculum presents managerial problems in which there is no absolutely right or wrong answer. Instead, there are several avenues of action which could be taken. Each avenue has its strong and weak points and all must be considered by the student before a course of action is taken. Thus, students are made aware of the complex managerial problems that must be faced today.

The course of study is concept oriented rather than a contemporary "facts curriculum." The goal is to expand logical reasoning and problem analysis capability.

While the War College has decreased the number of lectures, it has formalized and expanded the seminars. Students are required to read over 1000 pages each week in the Strategy Course, in addition to writing essays and term papers.

Naturally, some students have difficulty adjusting to the academic grind after several years in the Fleet. Proven performers, however, adjust rapidly. One student told of his reaction: "When I first arrived, the academic load was overwhelming. I just wasn't used to this kind of work. Within a couple of weeks, however, I had adjusted and even had some free time."

Individual study, research, essays, term papers and the guidance of faculty members make the seminar an open forum of differing points of view among students and faculty. Quite often faculty members find themselves hard pressed to defend their views when the students have researched their subject well.

When the student presents a paper, he must be prepared to defend his point of view. During seminars, 10 or 12 officers discuss varying topics ranging from ancient Greek strategy to the most modern techniques of personnel management.

At NWC, the two colleges of primary importance to U. S. naval officers are the College of Naval Warfare, for commanders and captains, and the College of Naval Command and Staff, for lieutenants and lieutenant commanders. The courses at both colleges are 10 months long and are divided into trimesters. Students study strategy and policy, naval tactics, defense economics and decision-making. The Chief of Naval Personnel has recognized the War College course as

Facing page: Individual research and study aided by the Naval War College library. Left, above: Spruance Auditarium is the site of many lectures and special events. Left: The Mahan Library.

the professional equivalent of a master's degree.

The trimester system offers an unusual twist in that students pursue only one intensively concentrated course at a time. For example, during the current academic year strategy and policy was the course for the first 16-week trimester, defense economics and decision-making for the second 12-week trimester, and naval tactics for the third trimester.

The course in strategy and policy uses historical case studies to sharpen the student's ability to isolate the elements of strategy and analyze how they were applied in the past. Strategy and policy readings include selections from the classic accounts of the Greek wars extending to the post World War II era.

One example of what the strategy and policy course seeks to illustrate is the bipolar/multipolar world concepts of the balance of world power. Most people perceive the world as being either bipolar (two nations controlling world affairs) or multipolar (with several nations vying for control of world affairs.)

Part of the strategy and policy course shows that, at different periods of time, the world has been both bipolar and multipolar. Following World War II, the world was considered bipolar, with the United States and the USSR controlling the bulk of world affairs. More recently, the world seems to have shifted to a multipolar structure with the U. S., USSR, China, the Common Market countries and the Arab bloc nations all trying to exert pressure in controlling world affairs.

The discussions of defense economics and decision-making address the problems associated with allocating limited national resources to defense programs in a manner consistent with national goals and strategy. Cost effectiveness is also studied in defense economics and decision making. Students learn how decisions are made, what inputs are required to make sound decisions and how to implement decisions once they are made.

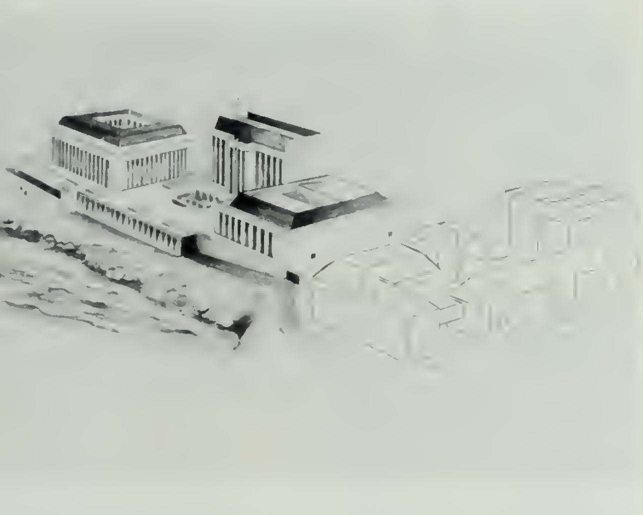
This course tries to teach the student to "buy and manage" a Navy to fulfill a strategy. It includes case studies of weapons selections and design and takes a look at both analytic and nonanalytic factors that must be considered. This phase of curriculum also explores modern techniques of personnel and material management, discussions on subjects like unionizing military personnel, racial and sex discrimination in the military, and drug and alcohol rehabilitation.

The course in naval tactics is designed to sharpen the student's understanding of how tactics are formulated to execute naval missions. The course includes careful study of the four mission categories outlined by the Chief of Naval Operations: Sea control, overseas projection, naval presence and deterrence.

The Tactics Course deals with weapons systems in very general terms, since specific equipment is rapidly replaced by newer, more sophisticated models. Stu-

dents are encouraged to formulate new tactics and are able to test new theories at the War College's Center for war gaming.

The Naval War College has a long tradition of war gaming. First the art was practiced on a tabletop with ship models. After the turn of the century, war gaming was conducted on a large floor, but now war games are further broadened and made even more realistic by use of the Naval Electronic Warfare System at the Center for War Gaming. Incorporating slide projectors, a large viewing screen, several strategy rooms, combat gaming centers and a computer, the Center for War Gaming is able to duplicate battle situations. (The Center also opens its facilities to Fleet and NATO commands, the Naval Material Command and Fleet Reservists.)



Left, above: VADM Stansfield Turner, Naval War College president. Left: Lectures and seminars at the college are informal with the emphasis placed upon exchange of ideas. Above: Artist's conception of already-built, under-construction and proposed buildings at the college.

The Naval War College offers two courses of instruction for foreign officers annually, to assist in preparing them for higher command responsibilities in their own navies and familiarize them with U. S. Navy methods, practices and doctrines.

The Naval Staff Course, which is conducted twice each year, is specifically designed to assist international officers of middle grades in their professional planning and managerial skills. While professional development of the career military officer is important, the War College curriculum allows the officer to enrich his perspective of society as a whole.

The Naval War College, with the financial support of the Naval War College Foundation (a self-supporting, nongovernmental organization independent of the Naval War College itself), sponsors an annual Military-Media Conference.

The conference, hosted by the War College, features many prominent media representatives in an open forum with the students attending the college. Last year's conference combined speeches on different areas of media responsibility, question-and-answer sessions and small seminars with the media representatives. It was in the seminars that the hard discussions of points of view between the military and the media took place. Both sides agreed on two things: first, they had learned a lot; and second, they had a better understanding and respect for each other.

A current strategy forum is also sponsored by the War College and attended by students, selected faculty members, about 40 flag and general officers and more than 100 selected representatives from various vocations nationwide. Participants in this forum attend lectures and seminars. They examine current economic and social realities, domestic considerations and international relations.

In addition, the Naval War College hosts the Contemporary Civilization Lecture Series, which brings speakers from many different fields of study to the campus to enrich further the learning experience of the students. One of this year's speakers was RADM Alan Shepard, discussing the benefits of space technology. Others were Dr. Gerald Hawkins, telling of his theories on England's Stonehenge, and Dr. Samuel Hayakawa, President Emeritus of San Francisco State College, discussing student unrest on American campuses.

While the Newport Naval Base has become the Naval Education and Training Center, and the Fleet units previously homeported in Newport are gone, the Naval War College is more than doubling the size of its campus. Its building program is more than two-thirds complete in a $23 million construction program which adds three buildings to the existing campus.

Spruance Hall, named for the WW II Admiral Raymond A. Spruance, was opened in December 1972, and provides an 800-seat auditorium and much-needed seminar rooms and faculty offices. Richard L. Conolly Hall opened in March 1974 and provides command, faculty and administrative offices, plus seminar spaces for students. Henry L. Hewitt Hall, construction of which began in November 1973, will house 500 students and supporting library. Completion is scheduled for early 1976.

Attending the War College doesn't assure an officer of flag rank or even promotion; it does, however, provide the professional military man with the tools needed to cope with the ever-increasing problems he will face in the years to come.

— ENS Dick Thompson, USNR

NROTC "Dry Land" Cruise

This and facing page: NROTC students in various stages of preparation and training aboard NETC's "sinking ship" USS Buttercup and in gym workout.

"This is our 'dry land' cruise."

The speaker is NROTC Midshipman third class Frederick Milton, who attends the University of Oklahoma, describing a special summer course he is enrolled in at the Naval Education and Training Center (NETC), Newport, R.I.

A shortage of available ships and the high cost of fuel forced cancellation of the traditional two-week summer cruise for NROTC third class midshipmen, according to Lieutenant Commander Roger Bates, program coordinator. Instead, they are receiving training to become naval officers at NETC.

They are training in two groups. The first group of 250 NROTC midshipmen started in the latter part of May with six weeks of training. The second group of 150 entered in August.

Salt spray and shipboard routine are almost absent from this year's schedule at NETC. A small taste of the sea, however, was acquired on NETC's yard patrol craft operating in Narragansett Bay. Nevertheless, LCDR Bates feels the program is going well and all available NETC facilities are being used extensively.

Concentrated sessions that include piloting, leadership, engineering, damage control, drill and physical training are offered.

USS *Buttercup*, NETC's "sinking ship," is used to simulate situations where midshipmen must apply damage control techniques and "save the ship." The tactical trainer, a $2.8-million computer that runs programmed navigation and tactics problems, is also used.

Training outside the classroom is conducted also. Selected midshipmen apply leadership principles through two-week company and battalion jobs. For many, it is their first taste of leadership.

Midshipman Patricia Kim, one of 23 women taking part in the program, has been an NROTC company commander. "It was something of a shocker for some of the men," the Cornell University coed said.

Midshipman Milton, however, has taken the change in stride. He grinned and observed, "Having women sure makes drill different!" Nodding in agreement, Midn. Kim, who is all of five feet, three inches tall, related the long and the short of drill. "Did you ever try (as a woman) to march with a bunch of men?"

The battalion's overriding attitude concerning women is adaptability, according to these two midshipmen. Milton said flatly, "If women can meet the challenges, more power to them."

Both are impressed with the NETC facilities. They

emphasized that all staff members display genuine interest in them as both students and future naval officers. If she had to sum up her feelings about the NETC program in a word, Midn. Kim says the word would be "professionalism."

The two midshipmen think this program is superior to the conventional NROTC summer cruise. Direct officer supervision, "hands on" training and in-depth approaches are three reasons for this statement. "There's just no place in a ship for as much classroom training as we're getting," Midn. Milton said.

And, since federal law prohibits women from serving aboard combatant ships, Midn. Kim says this program "is a good deal all around."

Would they do it again?

"Definitely," Midn. Kim said. Midn. Milton agreed, citing the various benefits of NROTC, including pay, travel — "and you don't have to start at the very bottom."

LCDR Bates said that plans call for repeating the program next year if the lack of fuel and available ships continues.

In addition to the NROTC midshipmen, NETC provides six weeks of training for about 300 college sophomores from around the nation enrolled in the Naval Science Institute (NSI) program during July and August. The program is designed to prepare students interested in joining NROTC at the beginning of their junior year.

In the words of NETC commander Captain Howard N. Kay, "Newport is a place where both officers and would-be officers come to be trained."

Promotion Opportunity

Here is information of interest to all officers. It starts off with the promotion profile for the unrestricted line in fiscal year 1975, which will be as follows:

Promotion to	*Flow Point*	*Promotion Percentages*
CAPT	21 years	60%
CDR	15-16 years	70%
LCDR	9 years	75%
LT	4 years	95%
LTJG	2 years	All Qualified

Below Zone Selection: Below zone selections will be authorized for promotion to the grades of captain, commander and lieutenant commander in FY 75. A number not to exceed 15 per cent of the total number of selections authorized to the grade concerned is authorized.

Lieutenants completing three years and one month in grade, and lieutenant commanders and commanders completing four years in grade by the end of Fiscal Year 1975 will be eligible for below zone selection.

Promotion Zones

- *Unrestricted Line, Restricted Line and Staff Corps.* The junior officers in zone listed below are for the unrestricted line. Restricted line officers are in the zone if they are senior to the junior URL officer. Staff Corps officers are in the zone when their running mates are in the zone.

Promotion to	*Junior in Zone*
CAPT	CDR J. Watson (4718-90)
CDR	LCDR J. D. Skiles (18171-00)
LCDR	LT M. F. Silvia (37730-75)
LT	All LTJGs with an ENS date of rank of 1 Jul 1971 or earlier are eligible for selection for promotion to LT.

- *Line, Supply and Civil Engineer Corps LDOs OPA (Normal) Promotion Zone.* The junior officers in zone listed below are for Line LDOs. The Staff Corps LDOs are in the zone when their running mates are in the zone. (See next page.)

Below: Graduation at OCS. Right: Study hall at Communications School.

Promotion to	*Junior in Zone*
CDR	LCDR R. Morrison (18735-00)
LCDR	LT C. King (34387-80)
LT	LTJG E. R. O'Rourke (96588-63)

- *Women Officers of the Line and Supply Corps.* The junior officers in zone listed below are for women officers of the line. (There are women officers of the Supply Corps in the grade of LTJG eligible for promotion to LT, but none in the FY 75 promotion zone for promotion to CAPT, CDR or LCDR.)

Promotion to	*Junior in Zone*
CAPT	CDR E. Barrett (5041-74)
CDR	LCDR J. R. Hankey (19001-62)
LCDR	LT M. S. Herley (37156-25)
LT	All LTJGs with an ENS date of rank 1 Jul 1971 or earlier are eligible for selection for promotion to LT.

- *Warrant Officers.*

Temporary Promotion to	
CWO-4	CWO-3s with DOR of 30 Jun 1972 or earlier
CWO-3	CWO-2s with DOR of 30 Jun 1972 or earlier.

Permanent Promotion to	
CWO-4	There are no officers eligible for permanent promotion to CWO-4.
CWO-3	CWO-2s with DOR of 30 Jun 1970 or earlier.

Below Zone Eligibility

- *Unrestricted Line, Restricted Line and Staff Corps.* The junior URL officers eligible for below zone selection are as indicated. RL officers senior to the junior URL officer are eligible. Staff Corps officers are eligible when their running mates are eligible.

Note: In the Staff Corps only the Supply and Civil Engineer Corps are eligible for below zone selection to LCDR.

Promotion to	*Junior Eligible*
CAPT	CDR J. P. McNichols (5130-50)
CDR	LCDR P. M. Robinson (19368-90)
LCDR	LT R. T. Murphy (46689-10)

- *Line, Supply and Civil Engineer Corps LDOs.* The junior line limited duty officers eligible for below zone selection are as indicated. Staff Corps LDOs are eligible for below zone selection when their running mates are eligible.

Promotion to	*Junior Eligible*
CDR	LCDR M. J. Nemcosky (19640-20)
LCDR	LT O. E. Moore (44319-00)

- *Women Officers of the Line and Supply Corps.* For women officers of the line, the junior officers eligible for below zone selection are listed below.

Promotion to	*Junior Eligible*
CAPT	CDR A. Steenburgen (5130-58)
CDR	LCDR M. A. Beckley (19378-88)
LCDR	LT M. A. Weinewuth (43664-50)

- *Warrant Officers*

Temporary Promotion to	
CWO-4	CWO-3s with DOR of 1 Jul 1972 through 30 Jun 1974.
CWO-3	CWO-2s with DOR of 1 Jun 1972 through 30 Jun 1974.

Permanent Promotion

Below zone selection for permanent promotion is not authorized by law.

Check Here To See If You Qualify:

Up to $30,000

Selective Reenlistment Bonus

Among some rather significant changes in pay incentives made lately is the Selective Reenlistment Bonus which could net as much as $30,000.

Not since the days when sailors had a chance to share bounty, has such a profitable dollar-for-manpower investment been offered by the sea service. Under the new Selective Reenlistment Bonus Program, two zones of consideration have been established, each of which offers up to $12,000 ($15,000 for nuclear trained personnel) to certain specially trained reenlistees. Zone "A" (on the following pages) covers reenlistments falling between 21 months and six years of active service, whereas Zone "B" spans the reenlistment margins between six and 10 years, with payment for service up to 12 years of active duty.

To be eligible for either zone of the SRB, an individual must meet all of the following general conditions:

- Be on active duty (Reservists, see below).
- Be qualified in a rating designated by SecNav as eligible for the SRB award (see accompanying box on the following pages).
- Be serving as a striker in pay grade E-3 or be a petty officer.
- Reenlist within three months after discharge or release from active duty (other than for training) or extend present enlistment to within the established eligibility margins.

RESERVISTS NOTE: Reservists may qualify for the SRB if they enlist in a Regular component of the Armed Forces within three months (or less as prescribed by the secretary of the military department concerned) after their discharge or release from active duty (except for active duty training).

An individual's eligibility also depends on whether or not a specific rating is among those on the SRB award list at the time he personally becomes qualified. To be eligible under Zone A, an individual must have completed at least 21 months of continuous active service other than active duty for training, but not more than six years of active service immediately before discharge, release from active duty, or commencement of an extension of enlistment which would qualify the reenlistee for an SRB.

The period of reenlistment or voluntary extension of an enlistment in the Regular Navy must be for at least three years, provided the reenlistment or extension, when coupled with existing active service, will provide a total period of active service of at least six years.

Anyone applying for Zone A must not have previously reenlisted beyond six years of active service. Further, an SRB reenlistee must not have previously received a Variable Reenlistment Bonus, with the exception of those individuals serving in the Navy's Six-Year-Obligation Program.

Zone B applies to those individuals who have completed at least six but not more than 10 years of active service under the same conditions as Zone A reenlistees. The minimum period of reenlistment or extension for Zone B is also three years, and the extension of service totals at least 10 years.

A number of special conditions apply to both SRB zones:

- A member with exactly six years of active service will be entitled to a Zone A bonus if he has not previously received a Zone A bonus.
- Except for a member serving in the Navy's Six-YO Program, previous receipt of a VRB constitutes receipt of a Zone A SRB.
- If a member has received a Zone A bonus, he will be entitled to a Zone B bonus if all other eligibility requirements are met.

Furthermore, two or more extensions may not be combined to gain entitlement to an SRB. The ruling states that entitlement gained through an extension cannot be increased by future extensions (see NAVOP 91 and 97).

A member who reenlists or extends to gain sufficient obligated service to participate in a program leading to a commissioned or warrant officer status is not entitled to an SRB, nor are members receiving Nuclear Petty Officer Continuation Pay eligible for an SRB. SRB is not payable to members who are entitled to or have been paid a readjustment pay or severance pay. Additionally, the SRB is not payable for an enlistment in the Regular Navy during or at the completion of a period of active duty for training.

SRB bonus payments will be based on multiples (not to exceed six) of the member's monthly basic pay multiplied by the years (or fractions of years) of additional obligated service. This is in contrast to the VRB procedure of multiplying the basic pay by the number of years reenlisting.

For example, here's a comparison between VRB and SRB procedures:

- Under the VRB, a JO2 with three years and nine months of a four-year completed enlistment reenlisted three months early, for six years. His bonus was figured by multiplying one month's basic pay ($465.90) by the number of years reenlisting (6). However, since the total was greater than $2000, the maximum Regular Reenlistment figure authorized in computing VRB figures, only $2000 of the 2795.40 could be used in multiplying the VRB factor which, in this case happens to be 3. So: 3 × $2000 = $6000 + $2000 (RRB) results in a total VRB bonus of $8000.

Under the new SRB procedures, first multiply the JO2's basic pay of $465.90 by the number of years of additional obligated service, five years and nine months. Then multiply this sum by the factor of 4, for a total SRB of $10,715.70.

Additional obligated service, as used here, is defined as any active service commitment beyond an existing contract. This includes enlistments, extensions of enlistments, and reenlistments. However, members who entered into an extension agreement before 10 May 1974 and who cancel the extension prior to its becoming effective in order to reenlist immediately for at least two years beyond the extension agreement, will be allowed to use the period of extension for SRB computation.

This provision does not apply to nuclear trained and nuclear qualified personnel. They are exempt from the 10 May 1974 requirement and may cancel extensions of enlistment, without regard to their active duty base date on which the agreement to extend was signed, and be paid an SRB for the canceled period of the extension. All other members who executed extensions of less than three years, who do not cancel extensions for the purpose of reenlisting and allow the extension to become effective, *will not* receive an SRB based on the obligated service of the extension; they may, however, receive an RRB.

While there's a lot in favor of Selective Reenlistment Bonuses, bonus money will not:

- Be paid for obligated active service in excess of 12 years.
- Exceed a maximum amount of $12,000 per bonus in each zone (except for bonus payments to certain nuclear trained and qualified enlisted members of the Navy which will not exceed a maximum amount of $15,000 each bonus in each zone).
- Be paid more than once within each zone of eligibility.

SRB payments may be made in either lump sum or equal annual installments, as determined by the Secretary of the Navy. The initial payment will normally be made on the day of reenlistment or the date a member begins serving an extension.

Once a member establishes his right to SRB upon reenlistment, he is entitled to continue

Here are the ratings and NECs designated by the Secretary of the Navy as eligible for Selective Reenlistment Bonus payments during FY-75 (that is, through 30 Jun 1975). Award Levels are shown in the righthand column.

RATING	AWARD LEVELS		RATING	AWARD LEVELS	
	Zone A	Zone B		Zone A	Zone B
BM	2		CTA	1	
QM	4	1	CTO	4	
SM	4	1	CTI	1	
OS	5	1	YN	2	
EW	4		LN	2	
ST	4		PN	2	
STG	4	1	DP	1	
STS	4		SK	2	
OT	2		ABE	4	
TM	5		ABF	3	
GMM	2	1	DK	1	
GMG	3		CS	1	
GMT	5		SH	2	
FTG	3		JO	4	
FTM	3		PC	1	
MN	4		MM	5	1
ET	2	1	EN	3	
ETN	1		MR	4	1
ETR	1		BT	5	1
DS	2		BR	5	1
IM	5		EM	4	1
OM	4		IC	5	1
RM	2	1	HT	5	1
CTT	1		ML	3	

RATING	AWARD LEVELS Zone A	Zone B	RATING	AWARD LEVELS Zone A	Zone B
EA	5		3356	6	
BU	4		3359	6	
SW	2		3361	6	
UT	3		3363	6	
CE	4		3364	6	
EO	1		3365	6	
CM	1		3366	6	
ADR	1		3383	6	
ADJ	1		3384	6	
AMS	2		3385	6	
AMH	2		3386	6	
AME	2		3389	6	
AT	4		3393	6	
AX	3	1	3394	6	
AQ	4		3395	6	
AE	4		FTB NECs		
AW	5	1	3306	4	
AO	3		3309	4	
AC	3		MT NECs		
ABH	2		3313	4	
PR	1		3317	4	
AG	3		3318	4	
TD	1		3319	4	
ASE	2		ET NECs		
PT	3		3325	4	
DT	1	1	3332	4	
GS	5	1	3333	4	
3351	6		3337	4	
3353	6		TM NECs		
3355	6		3341	5	

receiving the annual installment payments without having to qualify further in his critical military skill. His receiving SRB payments does not depend upon performance of duties in the specialty for which the bonus is authorized. Should an SRB reenlistee die before receiving the full amount of the SRB due him, the remaining unpaid balance will be paid in a lump sum to his designated survivors.

Although the SRB replaced the Variable Reenlistment Bonus on 1 Jun 1974, individuals authorized to reenlist under the VRB plan will continue to receive their installment payments. Furthermore, the death payment provisions applying to SRB apply equally to VRB.

The Selective Reenlistment Bonus announcement also covers the save pay conditions relative to the Navy's awarding of the Regular Reenlistment Bonus which can amount up to $2000 for those individuals serving in noncritical ratings.

Essentially, an RRB may be paid to any enlisted member who was on active duty as of 1 Jun 1974 and who enlists or reenlists in the Regular Navy within the three-month limit. Such a bonus may not be paid to anyone who, after discharge, remains out of service for more than three months.

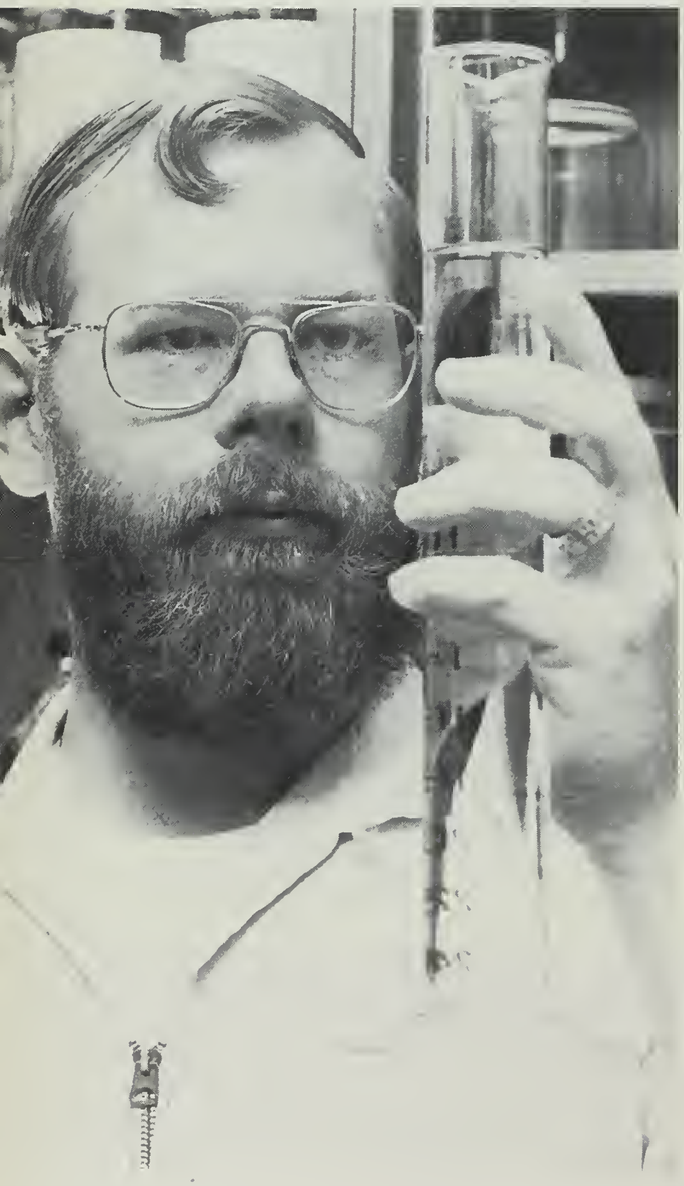
The amount of the RRB is computed basically according to the following:

- Second Reenlistment — two-thirds of one month's basic pay.
- Third Reenlistment — one-third of one month's basic pay.
- Fourth and Subsequent Reenlistments — one-sixth of one month's basic pay.

Although some basic pay figures, when multiplied by the number of years reenlisting, exceed the maximum authorized — as a general rule — only $2000 will be paid for regular reenlistments.

— JOC Marc Whetstone, USN

PROFILES OF THE FLEET



HM2 Loren "Red" Wilson:

Hospital Corpsmen 2nd Class Loren Lee (Red) Wilson recently entered a profession that goes as far into ancient history as medicine itself — the preparation, control and distribution of medications, known as pharmacy.

After graduating from the University of the Pacific in Stockton, Calif., with a bachelor of arts degree in biology, Loren entered the Navy. He was sent to the Hospital Corpsman School in San Diego, and from there went directly to the Navy's nine-month pharmacy school, also in San Diego.

Following this, Loren went to Hawaii where the Navy recently opened the first of three naval regional medical clinics on Oahu. Here he plays a key role. Aided by seven other Navy pharmacists, he fills approximately 66 prescriptions every hour of the working day, ranging from pills to potions.

"To actually recognize all the side effects of our medications," Loren explained, "we must be familiar with about 80 frequently used drugs. We must also know by name, action and dosage close to 200 other drugs, all of which play an important role in the health of our patients."

In what little spare time he has Loren is working towards a master's degree in marine biology.

"With the one and one-half years of graduate work I

Left: Corpsman Loren Wilson prepares a prescription at the Naval Regional Medical Clinic, Pearl Harbor. Top right: Pharmacy demands much typing and accuracy in labeling dosages. Far right: HM2 Wilson examines a replica of the battleship Arizona. Right: Loren relaxes with his wife, Susan.

PHARMACIST

now have from Stockton's marine laboratory, I should be able to attend the University of Hawaii and earn the credits I need," he said.

In line with his marine biology interests he has also taken up skindiving, a very popular sport in Hawaii. He has passed all the required qualifications for diving and has received his diving card to certify this. Now, when he's not working or studying, Loren often dives along the coast of Hawaii in search of exotic shells.

— Story and photos
by PH1 William B. Fair

PROFILES
OF THE FLEET

EM3 Gretchen Sauvage:

ENGINE MECHANIC

The "Things aren't what they used to be" expression was easy to read on the retired chief's sunburned face. The dungaree-clad "Navyman" in the boondocker boots had turned out to be a Navy woman even though her insignia proclaimed her to be an engine*man* 3rd class.

Gretchen Sauvage was wearing men's dungarees instead of the Navywomen's counterpart because they are more durable and practical for her kind of work; Gretchen Sauvage is eminently practical. In fact, being practical was what got her into the engineman's rating.

While some women excel in baking biscuits and growing houseplants, Gretchen discovered she had mechanical aptitude. The discovery was made when she bought a secondhand car and was compelled by economic necessity to nurse it through its illnesses all by herself. Not only did Gretchen find she could successfully work with starters, generators and alternators, she found that she enjoyed doing so. Her manual skills later expanded to other practical and necessary skills such as rejuvenating a chest of drawers and repairing the 10-speed bike which she frequently rides to work.

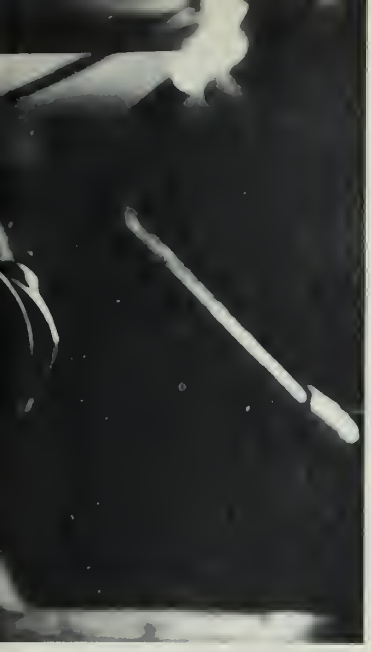
Another quality possessed by Gretchen Sauvage is ingenuity. When she was advanced from engineman fireman to engineman 3rd class, she found it necessary to improvise a crow for her uniform. She purchased a data processor's insignia, removed the unwanted threads then embroidered a cog, the engineman's designation, in its proper place.

After Miss Sauvage attended 22 weeks of Class "A" and "C" schools at Great Lakes to become an engineman, she found she had a definite advantage over her male counterparts. Because she had small hands, Gretchen could reach places in an engine that her co-workers were strangers to.

Before she joined the Navy, Gretchen had worked as a mechanic during the day for an automobile dealership and attended automotive school at night. Now, she finds herself an accepted member of the Navy community as a woman and an engineman.

She acknowledges that some small hardships go along with the advantages of being a woman in a traditionally all-male rate. However, there is one big plus: she has the satisfaction of doing what she wants.

— Story and Photos by PHAN Patti Phillips, USN



LT Kenneth Walling:

PATROL PLANE COMMANDER

Moving one seat to the left may not be as easy as it sounds.

In April 1962 Aviation Electronics Technician Airman Kenneth Walling became the radio operator on Patrol Squadron 49's Crew Seven. Flying from NAS Bermuda and NAS Patuxent River, he held this position until the summer of 1963, when the squadron traded their P-5M *Marlins* for the new antisubmarine warfare P-3A *Orion*. Airman Walling moved up to the second technician position on the 13-man *Orion* crew.

He continued up when he was next chosen for the Navy Enlisted Scientific Education Program (NESEP). In May 1968 he graduated from North Carolina State University with a bachelor of science degree in electrical engineering. The following August he completed Officer Candidate School in Newport, R.I., and received his commission. Immediately after pinning on his gold bars he was accepted into the Navy's flight training program and renewed his acquaintance with naval aviation in Pensacola, Fla.

In October 1969 LT Walling put on his second set of wings — those of a designated naval aviator. He was then ordered to NAS Saufley Field in Pensacola as an instructor in the T-34 *Mentor*.

Now, 3000 flight hours and 12 years later, LT Walling has finally moved into the left seat of his old P-3 crew list. He was recently designated a patrol plane commander in the P-3B aircraft at Patrol Squadron 23.

— Story and photo by LT Willis M. Peele

Facing page: The small size of Gretchen Sauvage's hands enables her to work on sections of an engine the EMs couldn't begin to reach. Top: Gretchen dons protective goggles as she welds a crack in the frame of a jeep. Left: LT Kenneth Walling in the cockpit as a patrol plane commander.

PROFILES OF THE FLEET

Crewmen on USS Newport News lend a helping hand:

OPERATION SCHOOLHOUSE

It's a spirit catching on around the world — people helping people. And the more people learn of the world and others in it, the more widespread the spirit becomes.

That, at least, is how it is for a group of young sailors serving in the heavy cruiser USS *Newport News* (CA 148). Thanks to their generosity, two Filipinos of high school age now have the opportunity of gaining a higher education.

The idea began when Personnelman 2nd Class Michael B. Freeman noticed an ad for "Operation Schoolhouse," a cooperative program in which American aid finances construction of school facilities and helps students pay tuition and school fees. At the time *Newport News* was visiting the Republic of the Philippines.

Freeman passed the word on to his fellow shipmates and, with the assistance of Gunner's Mate 2nd Class William "Big John" Johnson, more than $700 was collected and donated to the aid program. As a result, Reynaldo Sanchez and Laureana Abad are now in what would be equivalent to the senior high level of American high schools. They write to "Mike" and "Big John," keeping them informed of their progress and school activities at the San Agustin High School in Castillejos on Luzon. In return, the petty officers write back, offering encouragement and praise.

In a time when example often sets the pace for progress, the contribution made by crewmen of *Newport News* illustrates the spirit of people helping people.

Several of the black crewmen aboard USS Newport News (CA 148) who helped put two Filipino students through school.

ENS Paul Calaba: Receiving the BRITANNIA AWARD

Ensign Paul J. Calaba, USNR, was recently awarded the Britannia Award. The award, given annually by the Lord Commissioners of the Admiralty of the United Kingdom, is presented to an American naval flight student in appreciation of assistance rendered by the U. S. Navy in training British naval pilots from 1952 to 1956.

The Britannia Award's scroll and trophy are presented to the U. S. Navy or Marine Corps student pilot who completes advanced flight training with the highest overall weapons score during each calendar year. Selection criteria include proficiency in bombing, aerial gunnery, rocketry and missilery.

Ensign Calaba earned the award this year while attached to VT-25 at NAS Chase Field, Tex., by achieving an overall syllabus grade of 3.12 with a 22.5-foot average for bombing. The presentation was made by Rear Admiral Richard Bell Davies, Royal Navy, Commander British Navy Staff Washington.

The trophy is a sterling silver model of the Royal Navy *Vampire* jet fighter, which made the first scheduled jet attack landing in the world aboard HMS *Ocean* in December 1945. It is permanently retained at the headquarters of the Chief of Naval Air Training, NAS Corpus Christi, Tex. The name of each year's winner is inscribed on the trophy.

ENS Calaba is a graduate of the University of California at Los Angeles. He was designated a naval aviator in October 1973 and then reported to Attack Squadron 122 at NAS Lemoore, Calif., where he underwent training in the A-7E Corsair II jet fighter. He was recently assigned to Attack Squadron 146 at NAS Lemoore.

Above: Ensign Paul J. Calaba earned this year's Britannia Award, which is presented by the British Admiralty.

The Art of Communicating:

DO YOU HEAR

It has been written that human beings are far superior to other forms of life in that we can communicate more readily. However, many of us never use this gift to our best advantage. How often have we told someone how to do a job, going into great detail, only to find that somehow the individual didn't really understand what he was told and, consequently, did the task incorrectly.

Yet no one can do a job unless he knows what is expected of him and where he stands in relation to the people for whom he must work. A supervisor must recognize his need for information from his superiors and must also recognize the need to pass this information down to those he supervises.

Communication is the creation of understanding between individuals.

Effectiveness in communication is much more the result of attitudes than of methods or procedures. The moment we begin to blame communication failures on particular people, we intensify the misunderstanding. When people feel secure, they can talk to one another easily. Where misunderstanding, rumor, and distortion are prevalent there exists a tremendous need for communication improvement. Where there is mutual trust and human relations are good, it is easy. Where there is distrust, it is impossible.

As is generally the case in communication, there are a transmitter and a receiver. It is between the transmitter and the receiver that we encounter barriers to the understanding that is the goal of all communications. In order to bridge these many barriers, there are certain techniques we can use to increase understanding and help eliminate misinterpretation of what we say. Although most of these techniques involve common sense, these bridges are often overlooked and need to be occasionally reemphasized.

Listening Barrier and Feedback Bridge

If the receiver is to respond, he must not only hear, but also he must understand. This distinction between hearing and understanding is important because the assumption that listening is the same as hearing is very dangerous. We hear with our ears, but we listen and understand with our minds. It is entirely possible to hear each and every word a person says but to have nothing register.

According to scientific tests, the average individual speaks at a rate of 125 words per minute; yet most of us are able to listen at rates varying from about 400 to 600 words per minute. This spare listening or thinking capacity gives us time to get ahead of the speaker or to leave him completely while our minds dwell on other subjects.

One of the characteristics of the poor listener is that he is generally a good bluffer. Seldom will he admit that he hasn't listened; he will fake understanding and take a chance — often with disastrous consequences. When confronted with his mistakes he will counter with, "but I thought you said . . ." Unless a person has truly listened, there is little chance of creating real understanding.

To overcome this listening barrier the sender needs to make use of the Feedback Bridge. In any face-to-face communications the sender is constantly being fed back reactions of the receiver (either knowingly, or otherwise subconsciously). These reactions give us a good idea as to whether or not he is really listening. These signals may be in the listener's posture, in his attitude of attention or inattention, or in the nature of his questions or responses. Learn to watch for these signs and interpret them. This develops a greater skill in getting our message across.

Semantics Barrier

Semantics is the science that deals with the exact meaning of words. These meanings vary according to the people using them. Our past training, our needs, and our interests give meaning to the words used. We select the words with which we communicate because they convey a picture we

ME?

have in our minds. Unfortunately, an individual from a different environment may get an entirely different picture because our words have a different meaning to him.

A classic illustration of the semantics problem is the word "fast." By using the word fast to describe a horse, we mean that the horse is quick — he can run. The same word used to describe the color in a fabric indicates that the color won't run. When fast is used as a religious term, it means to abstain, but a fast woman proves to be one who doesn't abstain at all; in other words, she won't run from anything. What, then, is an individual to think when he is told to do something fast?

Once we are aware of the problems of misunderstanding the meanings of words, we must turn our attention to what can be done to remove it: We must gear our communications to the vocabulary of the receiver. We must be able to present our ideas using his own language, being especially careful of these special language words usually developed within our particular occupation.

- We need to swallow our pride and admit when we're not sure of the meaning of words heard or seen. We, too, tend to gamble when we're not sure. The price of pride is frequently too steep. When not sure of the meaning behind words, it is essential to seek clarification.

Self-Interest Barrier Empathy Bridge

Our personal interest acts as a filter through which communications are passed. We listen to what we want to or what we expect to hear, shutting out all the rest.

Jealousy and personal interests can play havoc in the communications between departments. If the command places more emphasis on results without emphasizing a real understanding of the total approach at the department level, personnel within the department will often put department goals ahead of the welfare of the whole organization. When personal interests become all-important and communication takes place on an emotional level, real understanding is impossible.

By developing the trait of empathy or the ability to see things from another's point of view, we are more able to understand all the feelings behind the problem. If we can analyze the emotional filters affecting the communications process, we are in a better position to determine how we can most effectively get our message across.

Failure to See the Need

All too often communication problems are the result of sins of omission rather than commission. This failure even to see the need for communication is the biggest barrier. It isn't that we communicate so poorly, it's just that we don't communicate at all. How often have we heard it said, "but I thought you knew;" or, "I didn't think it was necessary to tell him." Almost daily we are made aware of our dependence on good communication in order to do our jobs well, but for many supervisors, this is where the awareness stops.

Each and every individual within a command needs to develop an all-important communications awareness. We need to be constantly alert to the threat of lack of communications. We need to use all available methods, not strictly relying on written commands but utilizing the full spectrum of communication techniques. Foremost in our minds should be the thought that it is better to over-communicate than to be guilty of a lack of communications.

Communication, whether with another command, interdepartmental, or with your buddies, is a matter of creating understanding between people. Improvements will be made, not by programs and techniques, but by the individual who senses that he alone can do something about better communications in his world. Improvement doesn't begin somewhere up or down the line; it starts with your own awareness and willingness to take a look at your own communication attitudes.

—LT Ivan A. Lee, USNR.

from the desk of the Master Chief Petty Officer of the Navy

"A Time To Work- A Time To Relax"

MCPON JOHN D. WHITTET

I recently had an opportunity to take several days of annual leave while I was between official commitments. I found this to be very relaxing and an excellent opportunity to spend some time with my family and friends. For just a short while, I was able to rest by concentrating on less strenuous activities, such as swimming and gardening.

To be sure, my work didn't go away. But, when I returned to the job, I felt refreshed and looked at the never-ending pile of paperwork and my heavy naval schedule in a new light. My motivation level had risen and the long hours ahead didn't seem as foreboding.

That's why I noted with pleasure the new directive issued by the Department of Defense in July of this year. This directive changes very little in the structure of the entitlements for granting and accumulating leave; however, it does serve to emphasize the necessity for using earned leave.

By issuing this directive, No. 1327.5, the Department of Defense has recognized the benefits that can be attained by encouraging military personnel to use their earned leave and liberty benefits. The directive encourages commands "to provide respite from the work environment in ways which contribute to improved performance."

The key to the directive is that commanding officers are now strongly encouraged to grant maximum leave time consistent with the operational and training workloads of the command as well as the desires of the individual service member. It should be noted, however, that service members will continue to be compensated for accrued leave in accordance with existing Congressionally imposed laws.

Lt. General Leo E. Benade, formerly Principal Deputy Assistant Defense Secretary for Manpower and Reserve Affairs (now retired), has indicated that it costs approximately $400 million each year to compensate service members for leave they have accumulated. Obviously, excess spending in this area might persuade Congress to reevaluate our existing leave laws as well as our manpower requirements.

As indicated in the directive, "use of the leave system as an extra money program, either as a method of compensation or as a career continuation incentive, defeats the intent of Congress to provide for the health and welfare of service personnel." For this reason, commands are asked to ensure that large leave balances are not accrued expressly for settlement upon separation or release from duty.

I want to emphasize that there is no intention of forcing Navy men and women to take leave against their wishes. But, in order to safeguard an existing entitlement, there will be active encouragement by commands for service members to take leave for their physical and mental well-being.

During my travels throughout the fleet, I have been extremely fortunate in associating with many totally dedicated Navy men and women who work long and arduous hours to accomplish the tasks of the command and the mission of the Navy.

These efforts are certainly essential to the smooth operation of any command. However, either by choice or necessity, some of these Navy members have toiled far beyond normal expectations to the point where they have become "work-aholics."

"Work-aholics" are familiar figures throughout the fleet, easily recognizable as individuals who work "full steam ahead" all year long using as little annual leave time as possible. Although these men and women are normally considered assets to a command, authorities now indicate that they may be doing damage to their health, motivation and morale.

Medical authorities have revealed that rest periods away from duty provide benefits to morale and motivation — two key factors in maintaining maximum efficiency. Furthermore, the lack of sufficient rest periods could be damaging to a person's health which will, in turn affect availability and performance.

I realize that many times it can be extremely difficult to put work aside and take a few days or weeks off to relax with the family or friends. It's always easy to do one more job before "getting away from it all." But I can assure you that planning and using rest periods during the course of a year will help you contribute more productively to the overall Navy effort and will bring you closer to your family and friends.

Hard work will continue to be a Navy tradition! But, I wholeheartedly endorse the efforts to create an atmosphere that makes it possible for people to take leave when they desire. In the long run, it's for our own good to have a time for work and a time for play.

Navy's Winners in Natural Resources Conservation

The winners among Navy and Marine Corps installations have been announced in the competition sponsored by the Department of the Navy's Natural Resources Conservation Program. The judges were a panel of nationally prominent conservationists who selected the top activities from among 19 nominees for outstanding conservation efforts during the past year.

First place Navy winner in the over-5000-acre category was the Naval Ammunition Depot, Crane, Ind. The Naval Weapons Laboratory at Dahlgren, Va., took first place for installations having 5000 acres or less.

Second place went to Naval Air Station, Meridian, Miss., and Naval Air Station, Chase Field, Beeville, Tex.

Marine Corps first place winners in the two categories were bases at Camp Pendleton, Calif., and Kaneohe Bay, Hawaii, and second place winners were Camp Lejeune, N.C., and the Marine Corps Supply Center, Albany, Ga.

Criteria for the Natural Resources Conservation Awards included forestry operations, fish and wildlife management, soil and water conservation, and other improvements to the quality of the environment. Community relations, conservation, education, development of outdoor recreation areas and conservation club activities were also factors that were considered.

Sixth Fleet Flagship USS Little Rock Logs Record in Intercept Training

A supersonic F-4 *Phantom* streaks through the sky to intercept an unidentified aircraft closing in on a task force of U. S. Navy ships in the Mediterranean. The contact may be friendly or it could be an enemy attack mission. The *Phantom* must know which.

It is at this point that a vital, precise team effort develops.

Aboard ship, specially trained Operations Specialists (Air Intercept Controllers) use their knowledge and the most modern scientific radar technology to serve as an extension of the pilot's eyes in the sky. A controller uses horizontal search and vertical finding radar to maintain an overall view of the chase plane's location, directing the *Phantom* to the bogey.

The log of the Sixth Fleet flagship USS *Little Rock* (CLG 4), during one 18-day period, shows 191 intercepts, while on extended operations in the eastern Mediterranean. One controller said that in his 10 years in the field, he had not seen as many intercepts in such a short time frame. The normal number is from 10 to 60.

Air intercept control is an art, guiding interceptor to bogey while both travel at speeds greater than 600 miles per hour. There is no room for error. Controllers must react quickly and safely the first time. They are continuously employing advanced interception methods so that the team effort of pilot and controller always functions unfailingly.

Navy Plans to Relocate San Diego Hospital Complex in Housing Area

In line with the Navy's policy of providing the most up-to-date health care available, plans are in the making to improve existing naval hospital facilities in the San Diego (Balboa), Calif., area. The Department of Defense has authorized the Navy to begin planning for relocation of the multimillion dollar complex to the Murphy Canyon area.

Replacement will be accomplished in several increments beginning with the construction of an 800-bed hospital for acute care, and a light care facility of 300 beds plus outpatient clinics that would accommodate approximately 2600 patients daily. These clinics will also provide extensive diagnostic and therapeutic care.

Additional construction will include covered parking, a hospital corps school, and bachelor enlisted quarters. Also planned are various indoor and outdoor recreational and other related facilities.

No detailed cost estimates have been prepared, but it is expected that the complex will cost approximately $200 million and should be operational in the early 80s. Plans for future use of the existing facilities at Balboa have not been formulated, according to the Naval Facilities Engineering Command.

List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

All movies are in color unless designated by (B&W) and those in wide-screen processes by (WS).

Deadly China Doll (WS): Action Melodrama; Angela Mao, Carter Huang.

Day for Night: Comedy; Francois Truffaut, Jacqueline Bissett.

Fantastic Planet: Animated Cartoon; Jennifer Drake, Sylvie Lenoir.

MCQ (WS): Action Drama; John Wayne, Eddie Albert.

Nightmare Honeymoon: Drama; Dack Rambo, Rebecca Dianna Smith.

Madhouse: Horror Drama; Vincent Price, Peter Cushing.

Papillon (WS): Action Drama; Steve McQueen, Dustin Hoffman.

Mean Streets: Melodrama; Robert De Niro, Harvey Keitel.

- NO TAX REFUND YET? CHECK YOUR ADDRESS

Each year a lot of people are due tax refunds from the Internal Revenue Service but don't receive them. The reason: the IRS doesn't have the correct address and can't find the person to send him or her the check. This could occur when people are transferred and their forwarding address doesn't get to the right places. Consequently, if you were expecting a refund and didn't get one, make sure the IRS knows where you are.

- NAVY TO ADMINISTER NEW CREDIT-BY-EXAM SYSTEM

A new organization designed to handle the credit-by-exam system formerly administered by the United States Armed Forces Institute (USAFI) has been established at Pensacola, Fla. The Navy, acting as executive agent for the Department of Defense, will manage the new program, called the Defense Activity for Non-Traditional Education Support (DANTES). In addition to administering the credit-by-exam system, DANTES will also manage a new self-study program that will catalog educational support available to men and women in the Services.

Under DANTES, General Educational Development (GED) tests will no longer be administered by military departments for activities located in the continental United States. Instead, personnel will be referred to state or local testing agencies to receive GED certificates. Overseas activities and deployed ships will continue to administer GED tests.

- NEW SYSTEM INSTITUTED FOR IDENTIFYING SCHOOLS, COURSES

The Navy has set up a new system for identifying schools and courses. Classes formerly labeled "A", "B", "C", "fleet", and "functional" will be redesignated. The new designations are "R", recruit training; "A", apprentice training; "C", advanced training, which incorporates old Class "B" schools; "F", team and refresher training; "P", midshipman, officer candidate and newly commissioned officer training; "V", naval aviator or naval flight officer training; and "E", professional education programs which may lead to an academic degree.

- MORE VOLUNTEERS NEEDED FOR NAVY DIVING PROGRAM

The Navy needs more volunteers, especially HT and EN strikers, for its diving program; members of the BM, TM, and MN ratings are also needed. Members who qualify for initial diver training attend a second class diver school for 10 weeks at Little Creek, Va., or Coronado, Calif. Upon being graduated, divers are ordered to authorized diver billets and earn $65 a month special diving pay, with a chance to advance to master diver status later in their careers, earning up to $110 a month extra pay.

Details on application procedures and requirements are contained in article 1410380 of the BuPers Manual.

- NEW LAW INCREASES DEPENDENCY AND INDEMNITY COMPENSATION PAYMENTS

Legislation recently passed by Congress and signed by the President has increased payments to dependents of service members, veterans or retired members who die of a service-caused or aggravated illness, injury or disease. These Dependency and Indemnity Compensation (DIC) payments range from $215 per month for widows of naval personnel in Grade E-1 to $549 for widows of those in Grade O-10. Widows with one or more children below the age of 18 of the deceased member receive $26 more per child. When there is no widow but there are children, one child receives $108; two children, $156; three children, $201; more than three, $201 plus $40 for each child in excess of three. For more details check BuPersNote 1772 of 19 Jul 1974.

- SECNAV SIGNS EQUAL OPPORTUNITY STATEMENT

Secretary of the Navy J. William Middendorf II has signed a new equal opportunity policy statement reaffirming his support, and that of the Department of the Navy, of equal opportunity for all Navy and Marine Corps military and civilian personnel. Secretary Middendorf noted his pleasure with the real commitment to race relations and equal opportunity policies by the Navy and Marine Corps commanders and managers and stated his intention to use the power of his office to its maximum to overcome any remaining vestiges of past discriminations.

- TRANSFER OF CERTAIN NAVAL SCHOOLS FROM TREASURE ISLAND

The Naval Schools Command, Treasure Island, Calif., one of the major tenants of the Treasure Island naval installation, will be disestablished by 1 July 1976. The closure is part of the Navy's shore establishment realignment program announced in 1973.

The Treasure Island-based Electronics Technician "A" School will be moved to the Service Schools Command at Great Lakes, Ill., and the Electronic Warfare Technician "A" School will be relocated to the Naval Communications Training Center, Pensacola, Fla. The Damage Control School will remain at its present location on Treasure Island but will be redesignated as the Naval Damage Control Training Center.

- TWO NEW RESEARCH FACILITIES ESTABLISHED IN FLORIDA

Two new research, development and test facilities have been established at the Naval Coastal Systems Laboratory in Panama City, Fla. These facilities are a $500,000 Coastal Technology Facility and a $2 million Systems Development and Test Facility. The just completed Coastal Technology Facility will perform research, experimentation, analyses, evaluation and testing in the areas of acoustics, magnetic phenomena, oceanography, fleet environmental problems, among others. The Systems Development and Test Facility complex will serve as a center for activity involving design, development and testing of underwater towed vehicles, cryogenic devices for airborne systems and for shallow water missions; materials testing and shock and vibration testing of devices; sonar development; precise navigation systems; and conducting controlled environmental studies and tests.

- CONTRACTS SIGNED FOR TRIDENT PRODUCTION

The Navy's Sea Systems Command has signed a contract for the construction of the first ship in the planned 10-ship Trident program. The Trident submarine system is being developed to ensure that our nation has a modern, survivable sea-based strategic deterrent system in the 1980s and beyond. The contract just signed marks the beginning of the production phase for this new system which is expected to have a major impact on the nation's seapower during the remainder of this century. Look for more on "Trident" in forthcoming issues of ALL HANDS.

- FY 1974 AVIATION ACCIDENT RATE AT NEW LOW

Naval Aviation has established a new all-time-low major accident rate of .76 for fiscal year 1974, representing a 16 per cent reduction in major accidents over the fiscal year 1973 and a 13 per cent reduction over the previous record low of .88 in fiscal year 1972. Vice Admiral W. D. Houser, Deputy Chief of Naval Operations for Air Warfare, has announced a FY 75 goal of .60 and said, "I wish to express my personal appreciation to all hands for the outstanding achievement in FY 74 of the record low accident rate and to specifically commend the Chief of Naval Air Training for a reduction of 27 per cent in the last year, ComNavAirLant for a 25 per cent reduction and ComNavAirPac for a 24 per cent reduction."

- 1974 NEY AWARD WINNERS ANNOUNCED

USS L. Y. Spear (AS 36), USS Knox (DE 1052), USS Cree (AFT 84) and the NavTechTraCen Corry Station, Pensacola, Fla., are the first-place winners in the large, medium, and small afloat and ashore competition for the 1974 Ney Awards, the Navy's top food service awards. The second place winners are USS Blue Ridge (LCC 19), USS Monticello (LSD 35), USS Welch (PG 93), and NavSta Guam Marianas Islands. Third place winners are USS Jason (AR 8), USS Concord (AFS 5), USS Bates (SSN 680), and NavCommSta Philippines, San Miguel, R.P.

- ENLISTEDS DUE 120 DAYS' NOTICE BEFORE FLIGHT DUTY REMOVAL

The Navy is now making every effort to give enlisted personnel at least 120 days' notice before their involuntary removal from flight duty. This is being done in order to alleviate the possible adverse financial impact the removal might have and to assist in aviation personnel stability. Certain exceptions to this 120-day notification include medical disqualification when such disqualification is permanent, failure to maintain qualifications as aircrew, removal from flight status for cause, deactivation of a command or aircraft transitions within a command, unprogrammed manpower readjustments which may reduce billets, and PCS orders other than at normal projected rotation dates.

- ALL-NAVY CARTOON CONTEST ENTRIES DUE 1 OCTOBER

This is the last call for entries into the All-Navy Cartoon Contest--the deadline is 1 October. Complete instructions on how to enter can be found in BuPersNote 1700 of 21 Jun 1974. The names of the winners will be announced in ALL HANDS, early next year.

- INITIAL CONVERSIONS TO MA, NC RATINGS MET

The Bureau of Naval Personnel has announced that the initial manning requirements for the newly created Master-at-Arms and Navy Counselor ratings have been met and a policy to maintain these ratings at the desired rate levels was promulgated by BuPersNote 1440 of 8 Jul 1974 and will be incorporated into the BuPers Manual. MA1 and NC1 examinations were available in August, and the MA/NC exams for E-7, E-8 and E-9 are now available. For more on the MA rating see the story on page 44 of this issue.

- APPLICATIONS FOR WHITE HOUSE FELLOWS DUE IN DECEMBER

The Bureau of Naval Personnel is accepting applications for the 1975 White House Fellows Program, an educational program designed to give outstanding career personnel an opportunity to serve for a year as special assistants to Cabinet and White House officials. Candidates for the program must have demonstrated unusual ability and leadership qualities; must show exceptional promise for the future; must be dedicated U. S. citizens; and be between 29 and 36 years of age by 1 Sep 75. Applications can be obtained from the BuPers White House Fellows Program Manager (Per-402b) Department of the Navy, Washington, D. C. 20370, and should be postmarked no later than 2 Dec 74. BuPersNote 1560 of 18 Jul 74 has more details. Call autovon 224-4822 or commercial (202) OX 4-4833.

- NAVY INFO AVAILABLE ON TOLL FREE NUMBER

Do you have any friends or relatives interested in the Navy? Persons seeking information about joining the Navy, and about its educational programs, may obtain answers to their questions by calling this number: 800-841-8000. The number is toll free from anywhere in the continental United States.

- ALL HANDS MAGAZINE -- A NEW ADDRESS AND TELEPHONE NUMBER

In case you haven't heard, ALL HANDS magazine has a new address and telephone number. The staff is now located in Room 1044, Crystal Plaza #6, 2221 Jefferson Davis Highway, Washington, D. C. 20360. Commercial phone number is (202) 692-2564; autovon, 222-2564. Formerly Pers 164 of the Bureau of Naval Personnel, ALL HANDS is now NOP 00723 of the Naval Internal Relations Activity (NIRA), a field activity of OPNAV under the supervision of the Chief of Information (CHINFO).

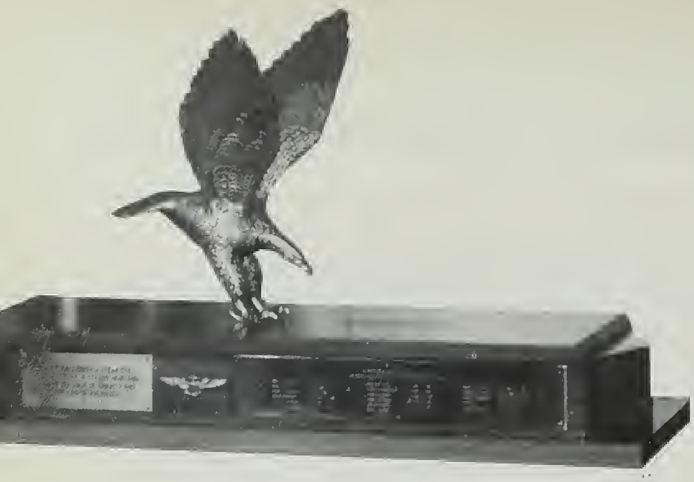
- USS KENNEDY REDESIGNATED AS CV WITH THRIPLE-THREAT CAPABILITY

USS John F. Kennedy (CVA 67), now being overhauled at the Norfolk Naval Shipyard, will be redesignated a CV, making her the Navy's first attack aircraft carrier to support the S-3A "Viking" antisubmarine aircraft. Under the CV concept, a carrier is capable of operating and maintaining fighter, attack and ASW aircraft, thus presenting a triple-threat capability for surface, submarine and air warfare.

- NEW HELICOPTER SUPPORT SQUADRON TO BE ESTABLISHED

A new helicopter combat support squadron (HC) which will prepare pilots and aircrewmen for search and rescue duty will be commissioned at NAS Pensacola this November. The new squadron, HC-16, will use manpower and aircraft now assigned to the search and rescue (SAR) detachment operating at Forrest Sherman Field, Pensacola, Fla. The squadron is scheduled to graduate about 20 pilots and 200 enlisted personnel annually.

The GRAY



Among the awards and honors received by Admiral Thomas H. Moorer during his nearly 40 years in the Navy has been the Gray Eagle Trophy awarded to him in 1972 as the most senior naval aviator.

Upon retirement, the former Chairman of the Joint Chiefs of Staff passed the coveted honor on to the new Gray Eagle, Rear Admiral Leroy V. Swanson. The ceremony took place on 27 June at the Washington Navy Yard, D.C.

Admiral Moorer stepped down as the nation's top military man after two terms of two years each. The new Chairman of the Joint Chiefs of Staff, which is a rotating assignment in the Armed Forces, is General George S. Brown, USAF.

The new Gray Eagle, RADM Swanson, is serving as Commander, Defense Nuclear Agency Field Command, Albuquerque, N.M. He is Naval Aviator Number 5921; ADM Moorer was Naval Aviator Number 4255.

ADM Moorer was the 23rd Gray Eagle to serve since its inception some 13 years ago. The award was established in 1961, but the idea of singling out the active duty naval aviator with the earliest date of designation had been kicked around in wardroom discussions for years. The permanent trophy is engraved with the names of holders along with the dates held.

Each recipient receives a small replica of the trophy bearing his name, the date he became Gray Eagle and his naval aviator designator number.

One of those who strongly fostered the idea was Admiral G. W. Anderson (who was later to serve as Chief of Naval Operations). The recommendation was made that "it be determined from official records who, at all times, is the senior aviator in point of service in flying." Also suggested was a baton or similar token, to be handed on down with the passing years.

The trophy finally selected depicts a silver eagle hooking onto the arresting gear of the Navy's first aircraft carrier, USS *Langley* (CV 1). The inscription states, "The Venerable Order of the Gray Eagle — The Most Ancient Naval Aviator on Active Duty." It is given "in recognition of a clear eye, a stout heart, a steady hand and daring defiance of gravity and the law of averages."

At a 50th anniversary ball for Naval Aviation in 1961, the first Gray Eagle was named, ADM Charles R. "Cat" Brown, Naval Aviator Number 3159. Miniatures were presented the previous "Gray Eagles," or their survivors, beginning with Number 1, Commander Theodore G. Ellyson, designated the U.S. Navy's first aviator on 2 Jun 1911. The officer who would have held the award for the longest period, had it been established in 1911, was Admiral John H. Towers, Naval Aviator Number 3, designated on 14 Sep 1911. Towers would have been the "most ancient naval aviator," retiring on 1 Dec 1947.

Establishing a line of Gray Eagles, others "named" at the trophy's inception included: VADM George D. Murray, ADM D. C. Ramsey, CAPT Henry T. Stanley, CAPT William W. Townsley; CAPT Alvin O. Preil; RADM Irving M. McQuiston; VADM Alfred M. Pride and VADM Thomas S. Combs.

Those named to the honor since ADM Brown are: RADM Frank Akers, ADM Wallace M. Beakley, RADM Robert Goldthwaite, Marine LTGN Richard C. Mangrum, VADM Fitzhugh Lee, ADM Charles D. Griffin, VADM Alexander S. Heyward, Jr., RADM Robert J. Stroh, RADM George P. Koch, RADM Alfred R. Matter, and RADM Francis D. Foley.

The newly retired Gray Eagle, ADM Moorer, graduated from the Naval Academy in 1933 and served in USS *Salt Lake City* and *New Orleans* before aviation training in Pensacola in 1936. He served with Fighting Squadron 1B aboard USS *Langley* and later in USS *Lexington*.

From Fighting Squadron 6 aboard USS *Enterprise*, he joined Patrol Squadron 22 at Pearl Harbor. After the attack on Pearl Harbor, his squadron was sent to the Southwest Pacific to support the campaign in the Dutch East Indies where, on 19 Feb 1942, his PBY *Catalina* was shot down north of Darwin, Australia. He landed his damaged aircraft near a friendly Filipino freighter and was rescued, only to have the rescue ship sunk that same day. Although wounded, he aided survivors in reaching the Australian shore. He subsequently received the Silver Star and the Purple Heart.

ADM Moorer was later assigned to the United Kingdom as a mining observer and later took command of Bombing Squadron 132, operating in Cuba and Africa. His war service ended while on the staff of Commander Naval Air Forces Atlantic. In 1946, he was assigned to the Strategic Bombing Survey in Japan, engaged in interrogation of the Japanese. He then served two years at the Naval Aviation Ordnance Test Station, Chincoteague, Va., before a tour of duty with Carrier Division 4 in the Atlantic.

Following a tour at Naval Ordnance Test Station Inyokern, Calif., he attended the Naval Air College and served once more with ComNavAirLant before drawing his first Washington assignment in 1955 as aide to the Assistant Secretary of the Navy for Air. He

EAGLE Flies Again

then assumed command of the seaplane tender USS *Salisbury* Sound (AV 13).

On 26 Jul 1957, he achieved flag rank and served as special assistant for Strategic Plans Division under CNO. From January 1958 until July 1959, ADM Moorer was Assistant Chief of Naval Operations, after which he commanded Carrier Division 6. In November 1960, he was back in Washington as Director of the Long Range Objectives Group and, in 1962, he assumed command of the Seventh Fleet. For this last assignment he was awarded the Distinguished Service Medal.

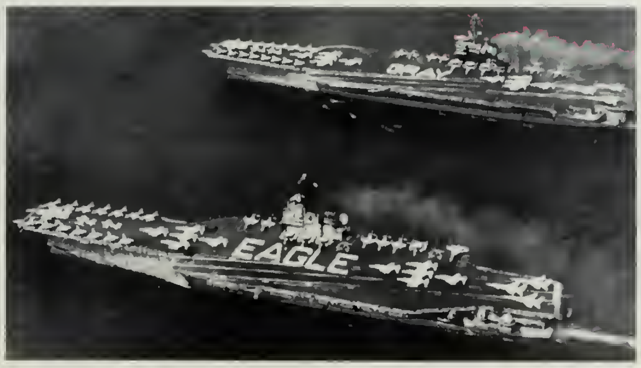
Admiral Moorer served as Commander in Chief, Pacific Fleet, from June 1964 until assuming the three-hat command of NATO's Allied Command, Atlantic; U.S. Unified Atlantic Command; and U.S. Atlantic Fleet in April 1965. He received his second DSM for this complex tour.

Becoming the 18th Chief of Naval Operations on 1 Aug 1967, he received a third DSM, and the following April, he succeeded General Earle G. Wheeler, USA, as Chairman of the Joint Chiefs of Staff.

The new Gray Eagle, RADM Swanson, received his designation on 9 Dec 1938. He has flown with scouting, torpedo and attack squadrons from the decks of carriers *Wasp* (CVS 18), *Bataan* (CVL 29), *Midway* (CVS 41), and *Franklin D. Roosevelt* (CVA 42). He also served as a ship's officer in USS *Core* (CVE 13).

During WWII, ADM Swanson led an attack against vital enemy installations, including an enemy seaplane base in the Bonin Islands, earning four decorations while flying 15 missions in 40 days. Major operating commands held since WWII include Attack Squadron 45, USS *Haleakala* (AE 25), and USS *Independence* (CVA 62). A Distinguished Service Medal and Navy Commendation Medal recipient, he has also served as Commander Carrier Division Two and Task Group 77.3 aboard USS *America* (CVA 66); Deputy Commander in Chief Naval Forces Europe; and Deputy Commander Eastern Atlantic.

— JOC Marc Whetstone, USN



Top: ADM Thomas H. Moorer, 23rd Gray Eagle, as chairman of the Joint Chiefs of Staff. Above: RADM Leroy V. Swanson, the current Gray Eagle. Left: USS Saratoga (CVA 60) and USS America (CVA 66) in formation for the "Gray Eagle."

And Golden Eagles Have a Reunion

There aren't many aviators who can say they were at Kitty Hawk the day in 1903 when Orville Wright made the first successful powered flight. There are even fewer who can say they flew with Orville back in the "teens." Ninety-year-old H. Roy Waite can say both, and he did during the first "Mini-Reunion" of the Golden Eagles held at NAS South Weymouth, Mass.

Officially known as the Early and Pioneer Naval Aviators' Association, the Golden Eagles was formed in 1956. Original rules restricted membership to the first 200 aviators who qualified for their wings. Later, the rules were expanded to include pioneers in any aspect of naval aviation.

One of the few remaining Early Birds — men who flew between 1903 and 1916 — Mr. Waite claims to be the nation's first licensed seaplane pilot. He says he also demonstrated the flying machine's military potential to Americans watching a threatening European war. In 1916, he took to the air in his Standard Burgess machine and dropped a bag of flour onto the deck of a battleship steaming in Boston Harbor, thus proving that bombs could be accurately dropped from the air.

Others at the reunion had equally impressive stories. Patrick "Pappy" Byrne was Navy Enlisted Pilot No. 10. While wearing the enlisted flyer's "half-wing" insignia, he became legendary as one of the Navy's seaplane pioneers. Later, as a pilot for the American Export Company, he laid out the original global runs for the company that eventually changed its name to Pan American World Airways.

Top: The Standard Burgess Machine in 1911. Above: Reunion participant H. Roy Waite at controls of Burgess.

John Polando set a nonstop world record in 1931 when he and a co-pilot flew a Bellanca airplane from Floyd Bennett Field in Brooklyn to Istanbul, Turkey, in 50 hours. When they landed, the President of Turkey met them at the runway and presented them each with a diamond brooch.

Ronald L. White, a retired Navy captain, started flying *Travelaire* biplanes over the first Naval Air Reserve Base in Squantum, Mass. He served as a Navy pilot for 37 years and participated in the 1948 Berlin airlift. Still active, CAPT White has been flying for 47 years.

Most of the Golden Eagles at the reunion learned to fly before World War I. Some were among the first to land on the Navy's first aircraft carrier, USS *Langley*, during the first landing qualifications in 1922. Other "Eagles" were pioneers in helicopter aviation in the '40s, still others flew the first Navy jets in the '50s.

Pioneers in their own time, LTJG Barbara Allen Rainey, LTJG Judy Ann Neuffer and ENS Jane Skiles, also attended. They are the first three women in the Navy to earn their wings. LTJG Neuffer is now stationed at NAS Patuxent River, Md., where she is training to become the first female hurricane hunter pilot.

Also attending were LT Randy Cunningham, the first Vietnam conflict pilot to become an ace, and his ace back-seat intercept officer LT Willy Driscoll. In five months the duo shot down five *Mig* fighters and became the first all-missile aces, the first to shoot down three *Migs* in one engagement and the first to become aces in the F-4 *Phantom* jet. Together they shot down North Vietnam's leading ace, who at that time had scored 13 American kills.

The guest speaker at the banquet was Rear Admiral Harold G. Rich, Commander Patrol Wings, U.S. Atlantic Fleet, also a pilot who flew cargo planes in the Berlin airlift. He spoke of the advances made in naval aviation and said it now takes us the same number of hours to fly to Europe that it took days to steam there when he was an ensign. He also pointed out that the plane he learned to fly back in the '40s wouldn't go as fast straight down as a modern F-4 will go straight up.

— JO3 Brent M. Jaquet

Right top: First Vietnam Ace, LT Randy Cunningham receives standing ovation. Right center: Patrick "Pappy" Byrne, Navy's enlisted Pilot No. 10, addresses reunion. Right: The Navy's first two female pilots, LTJG Barbara Allen Rainey (left) and LTJG Judy Neuffer with ENS Dan Hanley and CAPT Henry L. Cassani.

Master at Arms

One of the earliest ratings in the sailing ship Navy was master-at-arms. His was a job of importance and prestige, and the duties of the MAA have gone through many evolutionary stages as the Navy moved on to coal-burning steamers, oil burning ships and finally nuclear powered ships.

Nearly two centuries ago, when the U.S. Navy was in its infancy, the term master-at-arms referred to the petty officer who instructed the ship's crew in the use of small arms, such as muskets and cutlasses. A recent dictionary definition labeled the MAA as "a petty officer on a man-of-war charged with the maintenance of order, discipline, the custody of prisoners, etc."

In the recent past, the petty officer who could be seen at various tasks, supervising the handing out of linen or seeing to the cleanliness of the mess deck on an aircraft carrier was the master-at-arms. The shore-based MAA was in charge of quarters — carrying out daily tasks involved in maintaining the barracks. Or he might be involved with aiding investigators with their cases.

The Navy has finally moved to give the MAA a more firm identity. Just a year ago, the Navy approved the Master at Arms (MA) rating for enlisted personnel in the top four grades and clearly defined the specialty's responsibility as "performance of security duty afloat and ashore."

The new rating became effective 1 Aug 1973, and qualified senior petty officers converted to MA and began filling billets with the security forces. The last of the barracks MAAs were phased out and replaced by bachelor enlisted quarters managers (see ALL HANDS, May 1974.)

Of the more than 500 Navy men and women now

Upper left: Master at Arms badge and proposed rating device. Lower left: MA1 Lester Vermillion, a former engineman, working in his new rating. Right: Part of the Master at Arms training includes indentification of drugs and related paraphernalia.

serving as MA, about half have undergone a five-week training course at Lackland AFB in Texas. While some of the convertees to the rate will remain at their present duty stations until completion of their tour of duty at that command, all who are slated for rotation will be sent to the school in between their present and subsequent tours.

A responsibility of the Memphis-headquartered Naval Technical Training Command, formal training for the new rating was set in motion in September 1973, when the first Navymen were enrolled in the Air Force's basic law enforcement indoctrination training, which consists of 150 hours of self-paced instruction.

Limited to a quota of 12 students a week, the Navy can train nearly 550 people a year in the basics of law enforcement. Depending on the specific needs of a command, MAs may undergo specialized training in corrections and investigations at Fort Gordon, Ga., where the Army has single-sited all its security-related training.

The Navy's MA community is concerned with every facet of security — investigation, apprehension, corrections, rehabilitation, law enforcement, traffic control or training of supplementary personnel.

In Air Force and special Navy classes at Lackland, the MAs are instructed in the use of small arms in the first week, with weapons safety preceding a range qualification where students fire at figurine targets. Other weapons used by law enforcement officers are included in the pupils' studies, with restraining weapons such as the 36-inch riot baton and bayonet-equipped M-16, taken up in the next phase. M-16s are not used in the sea service as they are in other branches of the armed forces, but their inclusion is part of regular security training.

Other phases of the curriculum include a test of the students' physical abilities during a week focused on apprehension and restraint, where trainees learn to apprehend, control and search a person without putting themselves in jeopardy. Additional studies delve into other areas of the specialty, such as investigation, traffic control and administrative procedures.

While the training is basic to law enforcement, the new MAs can still expect to be assigned to billets that vary in some degree from the "policies force" of old, but nowhere in the modern Navy will an MA be assigned to mess-deck or barracks operations.

A look at four MAs serving at the Naval Air Station Memphis offers a good example of the type of billets to which the rated MAs are now assigned throughout shore stations.

In a position perhaps most associated with the "movie version" of the Navy's police force or shore patrol is Petty Officer 1st Class Charles "Mike" Butler, who wears a hard hat and carries a pistol and nightstick. The former gunner's mate (missiles) joined the station's security department within days after being graduated from MA training at Lackland. Initially placed on the daytime shift, Butler's work takes him on regular patrols, directing traffic, or investigating accidents or other incidents.

No matter what short-notice problem he faces, Butler walks with the confidence that marks him as a professional law enforcement officer, even though he insists his experience is still limited.

"I learned a lot at Lackland," he says. "The training was really good. I wish we had a little more physical training, but I guess I'll be getting that on the job."

Also within the security department is MAC William D. Carlew, who shoulders a responsibility unique among the MAs at the Memphis complex. A convertee who has not attended the Lackland course, Chief Carlew is the traffic court judge who hears all traffic violation cases occurring on the station. Not new to the field of law enforcement, the chief served at the Memphis Shore Patrol Headquarters for a year before his move

MA Rating

THE NEW LOOK

Below: Fingerprinting techniques taught range from simple print-taking to lifting prints from scene of a crime.

to the air station last August.

At the Naval Corrections Center are two newly rated MAs who share similar duties and, like their counterparts, are ardently enthusiastic about the work.

A quartermaster during most of his 20-year career, Chief Van Carroll found himself involved in career and corrections counseling in his last two ships. Pursuing his interest after arriving in Memphis, the chief has accumulated 36 hours of study at Memphis State University in the corrections field, and he looks toward a retirement career in this field when he completes his degree requirements.

Petty Officer 1st Class Lester Vermillion came from a three-year tour with the Armed Forces Police with high interest in the field, and he was eager to apply for MA training and conversion from his "tight" rating as an engineman. A 15-year veteran, Vermillion feels the master-at-arms profession is an "outstanding field," particularly in the corrections area.

The emphasis in the corrections field today is more rehabilitative than punitive. "We hope we can change some of the Navy's 'problem people,' because we don't want just to pass our problems back to the civilian community," says Chief Carroll. "If we can change one person, then we're one ahead, the guy can get an honorable discharge, and the outside gets a better person."

Supporting the idea, the two MAs are deeply involved in a program called "Project First Offender" in which citizen volunteers, working under the guidance of professional probation counselors, are producing attitude changes and self-understanding on the part of those who lash out at society. While the program is not new in the civilian world, the Navy only recently began working hand-in-hand with civilian volunteers.

"The project offers community involvement within the judicial system, and it's quite successful here," explains Chief Carroll. "The Navy is in a better position to help its own. There is a little more control and a little more understanding, too."

Already a great step forward in the field of sea service law enforcement, the new rating will doubtless grow further in its professionalism as feedback from graduates and commands is incorporated into the training program. Graduates of the MA school have brought their individual skill and knowledge to security and corrections forces at many sea and shore commands.

Today's new Navy Master-at-Arms can trace the history of his field far into the Navy's past. The man who walked the decks a century ago as a master-at-arms, probably would not recognize the trained and skilled professional who carries the same descriptive name today, but the two are related. The new Master-at-Arms, like his predecessor, enforces laws and regulations, but the techniques and attitudes of the profession now reflect the sophistication and technology of today's civilization and the modern Navy.

— Story by Judy Phillips
— Photos by PH2 Michael Diehl

Ships' Handling Characteristics Trainer

'You Take The Conn'

It's a sure bet that ancient mariners and even modern-day sailors who have sailed the seven seas and seen many lands have never visited O'Neill's Island, rounded Palmer's Point, sailed on the Mustain Sea, or been warned of dangerous waters by Pruett's Lighthouse. These are dominant features of the rehabilitated Ships' Handling Characteristics Trainer, opened recently at the Fleet Training Center, San Diego.

The Naval Station's Public Works Department, which reconstructed the training tank, and members of the center's training aids division, headed by Ensign Vivian Mustain, are responsible for much of the valuable research and training that is taking place there now. The Training Aids Division designed and manufactured the scale model islands, buildings and related equipment used in the training programs.

The Ships' Handling Characteristics Trainer is used to train officers whose primary duties will be the conning of naval ships. Radio-controlled scale model ships of numerous types and classes are maneuvered in response to commands by these officers through buoyed channels, around islands and reefs, and then moored alongside piers.

The model ships are constructed to duplicate closely handling characteristics and control delays actually experienced in the real ships they represent. The training facility has proven invaluable in enabling new conning officers to experience "under the gun" pressures before actually taking control of seagoing ships and as a fine "refresher" for experienced people whose shiphandling skills have grown rusty on a tour of shore duty.

O'Neill's Island, Mustain Sea, Pruett's Lighthouse? Tomorrow's conning officers will be intimately familiar with and thankful for them when putting to sea in the future.

TOP GUN UNIVERSITY

With USS *Ranger* (CVA 61) at sea, Top Gun University has opened its doors again. TGU allows 300 men to begin, or continue, their college education with Chapman College through the Navy's Program for Afloat College Education (PACE). Sailing with four highly qualified PhDs and 12 course offerings, *Ranger* continues as one of the largest and most successful afloat educational programs.

Five major college subjects are represented in the first of three 9-week terms to be offered during this deployment; English, psychology, political science, engineering and mathematics are taught by instructors from Chapman who have joined the crew. In addition, Chapman College has provided a special assistant for counseling and coordination of the program.

PACE is a cooperative effort between participating colleges and universities and the Chief of Naval Education and Training, offering undergraduate courses to qualified men at sea. The program, in many cases, can lead to an Associate of Arts or Bachelor of Arts degree for seagoing personnel, whether their ships are at home or at sea.

Notable features of the Navy's contact with Chapman College include residence (transferable) credit for all courses and professors who remain aboard ship to conduct classes at sea or in foreign ports. Allocation of funds and supervision of PACE operations are the responsibility of the commanding officer, Navy Education and Training Support Center, Pacific, at San Diego.

Chapman College is an independent, four-year, coeducational liberal arts college, located in Orange, Calif., about 32 miles southeast of Los Angeles. Chapman is also a participating college in the Navy Campus for Achievement (NCFA) degree program. Since 1958 the college has been in the business of providing quality higher education for military personnel. By 1974, the college had degree-oriented, residence credit programs on more than 30 military bases or stations and had offered courses aboard more than 40 ships of the Pacific Fleet.

PACE is no stranger to *Ranger*. In 1972 Top Gun became a pioneer in naval education by offering 20 classes taught by five professors (a record in PACE) and followed this by two terms of nine classes with three professors. While in port at Long Beach, three classes were conducted. This cruise will probably see 36 more courses taught by 12 professors.

"It takes four things to make this program a success: qualified instructors, motivated students, a dedicated educational services office, and — most importantly — command support," says program coordinator Hal Clark.

Onboard *Ranger*, all four exist in abundance.

Left: Another PACE man signs up as USS Ranger's Top Gun University opens its doors for college-level instruction. Above: LTJG Dan Snead supervises registration for college courses through the Navy's Program for Afloat College Education.

SPRUCE at Subic Bay

The Naval Base at Subic Bay in the Republic of the Philippines is being spruced up. It's not for any special occasion, but part of a cooperative environmental effort sparked by the base's ombudswoman, Mrs. Cora Stevens, and a group of Navy wives — aided by base personnel and Navy juniors. They decided a self-help project could do a great deal and arranged a meeting with the CO to see how to go about it.

The result was Project SPRUCE (for Subic Bay Project for Renewal Using Community Efforts).

After considerable planning, the small group of volunteers who began the project found that, once underway, it grew in both size and interest. Several Boy Scout and Girl Scout troops, for example, volunteered their services to get rid of litter and accumulated debris under the football bleachers. A variety of discarded material and equipment was removed from around the pier; then they tackled the housing areas.

Along with trash removal, landscaping was undertaken. The barracks lawn was renewed; bushes and shrubs were planted. Areas were earmarked for planting palm trees.

The naval base's self-help personnel got into the act by repainting the CPO barracks.

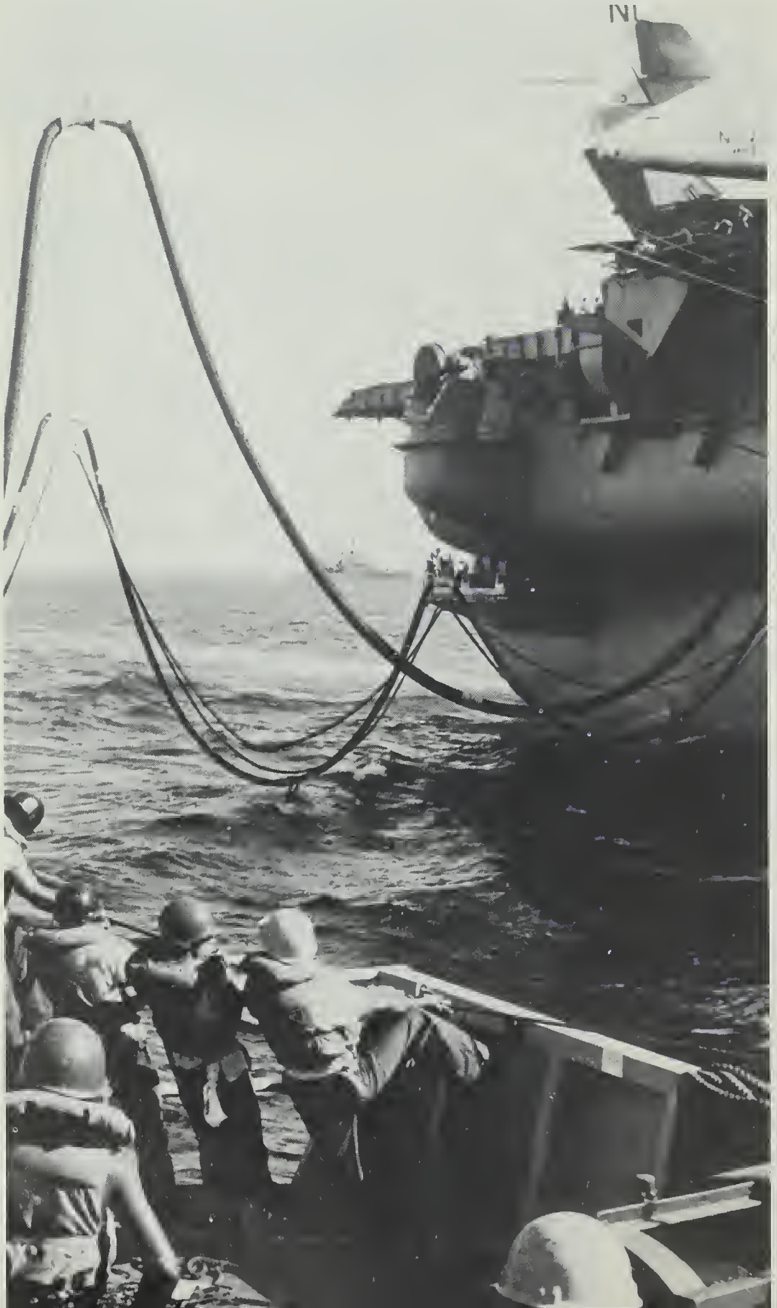
The old Spanish Gate, a historic reminder of the base's past, is being renovated and eventually it will be landscaped. Although those engaged in the SPRUCE program have not yet completed all they would like to do, they consider that much has been accomplished to enhance the base's appearance. They expect to do even more.

— Story and Photos by PH2 Michael Jacobs.

SERVICE COMMAN

Support and service to the Pacific Fleet begin at the Pearl Harbor headquarters of the Commander Service Force, U. S. Pacific Fleet. Headed by Rear Admiral John M. Barrett, the 50 support and salvage ships and 25 shore activities located throughout the Pacific provide the goods and services needed to keep the men, ships and aircraft of the U. S. Pacific Fleet operating.

The core of this logistic support force is a group of underway replenishment ships especially designed to transfer cargoes of fuel and supplies while steaming alongside other ships on the high seas. These ships have perfected the art of underway replenishment to a speedy, but precise, procedure.



It is done by bringing two ships side by side on parallel courses approximately 100 feet apart. A rigging is then established between the two and materials are transferred by a cargo sling running along a cable.

Fuel can be transferred at the same time through area hoses running from ship to ship. The entire procedure takes approximately two hours during which enough fuel is transferred to fill the gas tank of an average car almost 75,000 times.

Among the newer logistic support ship types are the fast combat support ships and replenishment oilers, both of which are multipurpose in design. Their cargoes include fuel, provisions and munitions, and they are capable of providing underway replenishment at speeds in excess of 20 knots. Both of these types of ships also have a vertical replenishment capability through the use of helicopters.

Still on the job are the older but still effective oilers, stores ships and ammunition ships that complete the underway replenishment force. All of these ships, in addition to their major products, carry mail, motion pictures, freight and personnel to the ships to be serviced. To round out the complement of supporting ships are the towing and salvage ships and the repair ships.

The newest type ship in the category is the salvage and rescue ship, which is specifically designed for rescue towing, harbor clearance, lifting and salvaging. Completing the category are the older fleet tugs and the salvage ships, the crews of which are cross-trained in each others' jobs.

The final major ship type in the support inventory is the repair ship. These ships can set up in almost every port in the Pacific and provide on-the-spot repair services to all ship types and for almost anything you can think of.

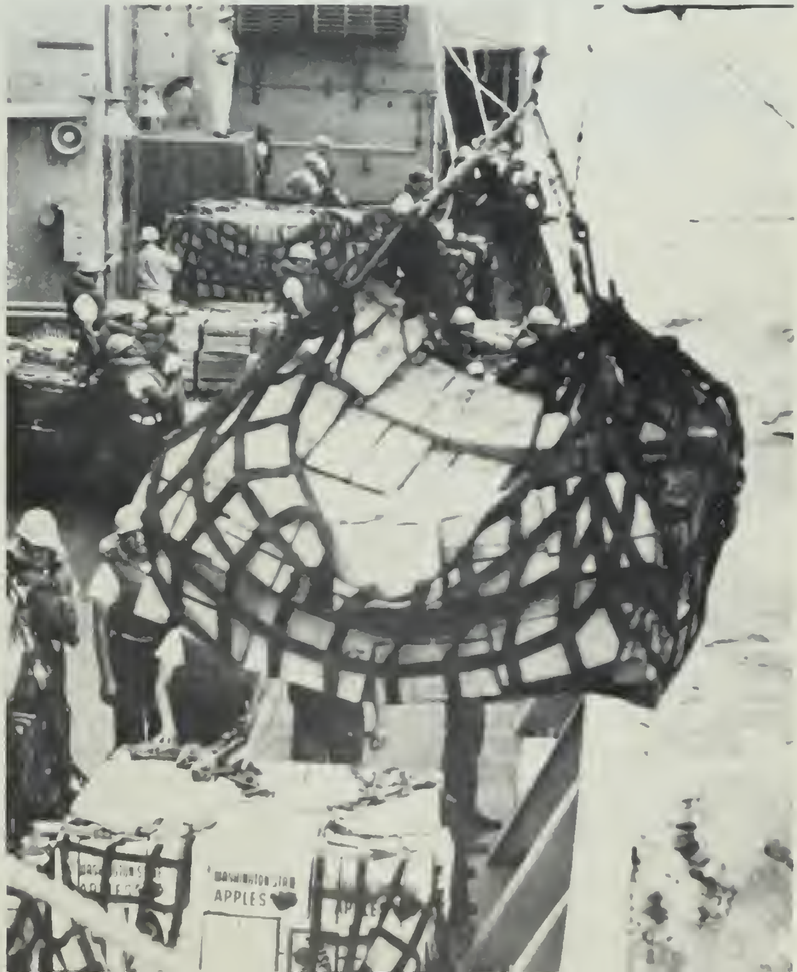
For the larger replenishment-type ships, crews range from about 250 to 360 men. The ships have displacements in excess of 27,000 tons. The smaller salvage ships with crews of a hundred or less displace around 1600 tons.

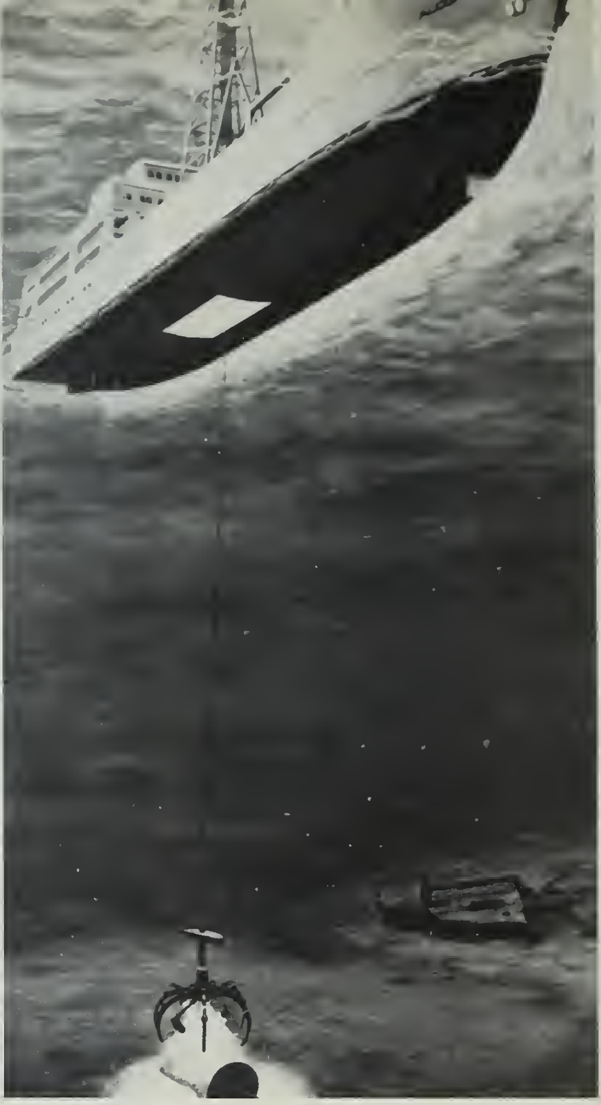
Support for the fleet begins ashore, and there is a wide and varied range of services offered by the support activities in the Pacific. These include naval bases at Guam and Subic Bay; depots at Guam, Subic Bay and Yokosuka, ordnance magazines at Guam and Subic Bay; an ordance facility at Sasebo; fleet support activities at Yokosuka and Sasebo; and a headquarters support activity at Taipei. Other units which lend support services are the shore electronics engineering activities at Guam, Subic Bay, and Yokosuka; naval stations at Subic Bay, Guam, San Diego, San Francisco and Pearl Harbor; and the Fleet Post Office in San Francisco.

Another part of the logistics-support team in the Pacific, the Naval Construction Battalions, or Seabees, are responsible for the construction of airfields, port facilities, camps and other projects. In addition, Seabees are noted for the various community relations projects that they carry out throughout the Pacific.

The concepts and techniques used by the support ships and shore activities of the Service Force, Pacific Fleet, are continually improving. Today, vertical replenishments by helicopters and other modern techniques are being combined with more traditional replenishment-at-sea methods to provide the people and ships of the Pacific the "beans, bullets and black oil" necessary for sustained operations.

— JOSN Nancy Aydlett





PROJECT CHEESEBOX

Investigation of the lost Civil War ironclad "MONITOR"

If the ALL HANDS feature "On the Scientific Front" had appeared in October 1861, it would undoubtedly have featured news of a contract for construction of *Monitor*, one of the more important warships in our nation's heritage.

Designed by John Ericsson, to whom the prime contract for construction was awarded, this turreted, ironclad warship represented a complete break with traditional naval architecture. Her boxlike iron hull, 124 feet by 24 feet, supported an armored "raft," 172 feet by 43 feet, eight inches. The raft was designed to increase stability in a seaway, thereby giving the guns a more stable platform for accurate fire. At the same time, the design provided protection to the hull from the effects of ramming.

Forced ventilation in living quarters, an armored pilothouse and a protected anchor which could be raised without exposing crewmembers to enemy fire were among the numerous technical innovations incorporated into *Monitor*.

The ironclad was launched in January 1862 and commissioned in February with LT John L. Worden, USN, in command. After trial and repair, *Monitor* departed the New York Navy Yard in March and, with her crew of 49 volunteers, headed for the Virginia Capes.

Monitor's first encounter was with CSS *Virginia*, a four-hour battle to protect the battered *Minnesota*

For left: Monitor confronts CSS Virginio in 1862 (top). Photo montoge of the remoins of Monitor's gun turret (below). Left: Drowing of the reseorch ship ALCOA SEAPROBE ot work. Above: Studying the vorious smoll underwoter photos of the wreckoge thot comprise o montoge.

which was hard aground off Newport News. A Confederate officer described the new ship as, "An immense shingle, floating on the water with a gigantic cheesebox rising from its center; no sails, no wheels, no smokestack, no guns." *Monitor* fought her adversary to a standstill in a battle which revolutionized naval warfare.

In the months that followed, *Monitor* remained alert in Hampton Roads, ready to renew the engagement if *Virginia* were to venture forth again. Later, *Monitor* went up the James River on a mission but was forced to return because her guns couldn't elevate to hit shore batteries.

Shortly after midnight, on 31 Dec 1862, while en route to participate in operations against Fort Fisher, Wilmington, N.C., the Union warship foundered in a storm off Cape Hatteras.

Discovery and verification of *Monitor's* remains challenged naval and Civil War historians until 1 Apr 1974, when a research team on board *Seaprobe* photographed what is almost certainly the Civil War ironclad warship. One of the initial moving forces behind this discovery was "Project Cheesebox," a joint research effort conceived by Midshipman Edward Mason Miller, 1/c, and Ensign Michael Ellison, conducted under the auspices of the History Department, U.S. Naval Academy, and assisted by Mr. William J. Andahazy, Naval Ship Research and Development Center, Annapolis Laboratory.

The three-phase project was originated with the sole purpose of coordinating modern scienfific techniques with sound historical research. The objective was to document the history of USS *Monitor* and investigate the location of her hulk.

Phase one of "Project Cheesebox" has been completed. This consisted of gathering all the available information concerning the conception, construction and commissioned service of the vessel. Midshipman Miller and Mr. Ernest W. Peterkin, Naval Research Laboratory compiled it in an authoritative manuscript.

Phase two consists of the construction of two scale models of *Monitor.* The first was built at the U.S. Naval Academy from John Ericsson's original drawings which were recently discovered in the archives of Stevens Institute of Technology. The first model was completed and tested in towing basins. The profile model of *Monitor* was rigged as she had appeared on her fateful voyage to North Carolina.

The second model—which is being constructed—will represent the most accurate complete replica of the original warship. Innovations introduced with this vessel will be analyzed as a weapons system with attention given to the design of the engineering plant and the turret assembly.

The third phase of "Project Cheesebox" was completed using equipment employed in "Project Magnet," a worldwide aeromagnetic survey conducting geomagnetic investigations of ocean areas. On one of its airborne investigations, "Magnet" located a wreck off Hatteras which was corroborated by "Cheesebox" historical research. This site was identical to that discovered by Duke University in August 1973 in their search for the *Monitor* remains.

It was obvious that a solid find had been made. The evaluation team joined forces to pursue the search with hopes of photographing the site and retrieving a piece of the hulk. This would aid in positive identification of the ship and determine the feasibility of further salvage of the vessel.

The Research Vessel *Seaprobe*, equipped with underwater television and still cameras, was brought to the area off Cape Hatteras to photograph the wreck on the ocean floor, 220 feet from the surface. On 1 Apr 1974, *Seaprobe's* cameras revealed a vessel which is almost certainly *Monitor* upside down and resting on her gun turret. Views of the ship's bow showed her protected anchor well. The shape of the armor belt, the stern arrangement of the propellor shaft and rudder skeg were all visible as was the internal construction which could be seen where some of the hull plating had fallen away. These observations virtually verified the identity of John Ericsson's ironclad warship. Rough weather, however, precluded immediate efforts to obtain a piece of the hulk which would probably result in a positive identification.

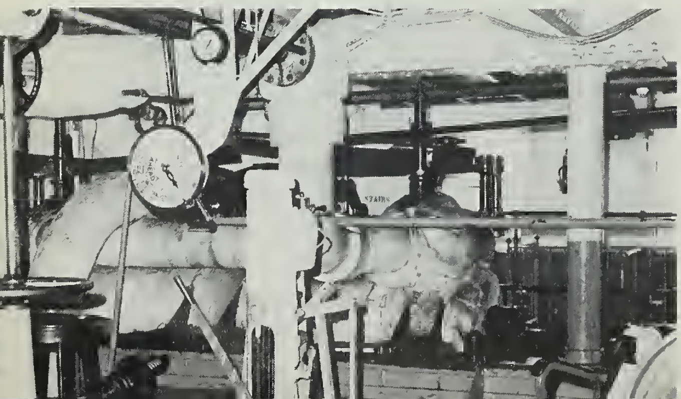
Considerable credit for the Naval Academy's effort in locating the hulk belongs to "Project Magnet" which detected the wreck while searching a large area of ocean for ferromagnetic objects. "Magnet" used an integrated magnetic anomaly detecting system which can be deployed either in a fixed or rotary winged aircraft. The "Project Magnet" airplane was provided by the Naval Oceanographic Office and was outfitted with the newest, most sophisticated magnetic survey equipment available as well as data processing and positioning instrumentation.

The success of Project Cheesebox in identifying the wreckage was helped considerably by the interpretation and mathematical analysis of the "Project Magnet" data. Further evidence was provided by the R/V *Seaprobe* photographs.

Although considered to be unofficial, it appears that the photographs taken by *Seaprobe* have verified one of the most significant historical finds in recent times, the Civil War ironclad, USS *Monitor.*

DELTA QUEEN

... a living legend in middle-age



Hardly any ship becomes a living legend while still operational, but *Delta Queen*, a world War II veteran, qualifies. She was built to carry passengers commercially between San Francisco and Sacramento but her life changed abruptly as war clouds gathered. At sea service reunions even now, stories are swapped about the ship at Treasure Island, where many a Navyman was trained and quartered between 1940 and 1946.

In 1940, about 300 Naval Reservists in the San Francisco Bay area were called up and reported to *Delta Queen* for transportation to the Naval Station on Yerba Buena Island. The Reservists' introduction to the active duty Navy aboard *Delta Queen*, while pleasant, wasn't exactly realistic. The *Queen* had not yet bidden farewell to her civilian crew and her dining tables were still covered with white cloths, set with the ship's best china and silverware. The Reservists were served by the ship's waiters — all a carryover from commercial days and hardly typical of the Navy.

Conditions changed quickly, however. During her Navy stint, *Delta Queen* was employed as a training and barracks facility at Yerba Buena Island, later at Treasure Island. In 1946, the flat-bottomed riverboat was declared surplus, turned over to the U.S. Maritime Commission and sold to an Ohio steamboat company. Since then, as before the war, she has had her ups and downs. Right now, she is up.

After her postwar sale, her superstructure was enclosed in protective boxing and she was towed down the west coast, through the Panama Canal and across the Gulf of Mexico to New Orleans. For a riverboat, this was something of an epic voyage.

From the Crescent City, the old *Queen* steamed upriver to Pittsburgh where a six-month rebuilding program was undertaken to make her suitable for tourist service on the Mississippi River system.

During the 50s, the *Queen* was a moderate success but, by 1966, although her fame grew, her continued use was cast into doubt by a new safety-at-sea law. To bring the old ship into compliance with the new regulations, her entire wooden superstructure was treated with a space-age fire-retardant paint. Extensive fire safety equipment was installed which includes a water sprinkler system and electronic fire detection equipment. In 1969 the *Queen* was granted a three-year exemption from the safety law, and later, still another exemption was secured. Thus the old steamboat may remain in operation until November 1978. A little status was also acquired, for the National Trust for Historic Preservation declared *Delta Queen* to be "a national historic place."

In 1970-71, she was again overhauled. When she emerged from the shipyard, she was actually in better condition than when she made her maiden voyage on the Sacramento back in the 20s. Much of her hull plating had been renewed and she had been equipped with a complete sewage disposal system.

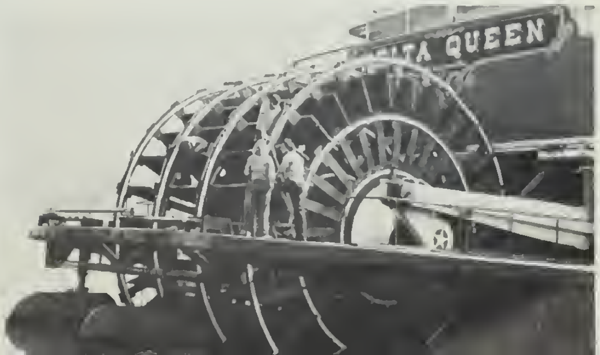
Electrical systems in the passenger cabins and lounges were converted to modern 110-volt, 60-cycle alternating current, supplied by diesel generators. During the winter of 1973-74, a diesel powered bowthruster was installed, as well a new galley.

Although ex-USS *Delta Queen* sails on, her sailing days may be numbered. Construction has been undertaken on a "sister ship" — a new steampowered riverboat which is scheduled to accommodate twice as many passengers as the *Queen*. Until 1975, however, when somebody shouts, "Steamboat 'round the bend!", he will probably mean the *Delta Queen*.

— Story and recent photos by John Fryant.

P.S. — We'd like to hear from any old-timers who sailed on her when she was part of USN. — ED.

Far left top: Delta Queen in those nostalgic days in California when she was with the Navy. Above: Delta Queen as she appears today on the banks of the Ohio River. Far left: The riverboat is dwarfed by the modern skyline of Louisville, Ky. Far left bottom: A portion of the Queen's engine room. Left: The wooden superstructure is evident on the ship's deck. Right: Crewmembers make minor repairs to the Queen's giant sternwheel.



Charleston Weekend

Hospitalman Rick West is a history nut. So, being stationed in historical Charleston, S. C., is, in his estimation, "ideal."

There's another reason it's ideal. Charleston is also the duty station of his fiancee, Seaman Pam Blandenbaker, who shares Rick's enthusiasm for years gone by and is happy to join him whenever he treks into the past of a nearby historical site.

Not long ago, the two historians spent a day touring 18th century Middleton Place, regarded as America's oldest landscaped gardens. Their visit coincided with the annual Greek Spring Festival held on the Middleton Terraces, adding an opportunity to observe various Greek-oriented events.

But the main attraction to Pam and Rick was the Place itself, particularly its history. This they learned through the numerous craft demonstrations conducted about the grounds which carried out in old-fashioned style the workaday world of a self-contained plantation. They learned to use a bayberry and beeswax

Left, above: Rick and Pam outside the Middleton Plantation stableyard where crafts are demonstrated. Left: Mrs. Janiece Byrd explains how candles were once made. Above, right: Gun collector Rick West examines antiques. Right: Rick and Pam admire one of many antique carriages at Middleton Plantation.

recipe to make candles, for instance, and took turns stirring an indigo dye being boiled in huge iron kettles over an outdoor fire. Then, while Rick inspected some antique rifles, Pam became acquainted with a local resident, a baby goat; afterwards the visitors took a leisurely hayride.

Later they walked along shaded paths, bordered by colorful azaleas and camellias; threw pennies over the bridge at Butterfly Lake; fed the lazy, black swans and rested under a 1000-year-old oak.

As the twosome toured the remainder of the placid grounds, far from the hectic pace of modern-day life, they found that Middleton Place offers a tranquil atmosphere linked to the past, where often the loudest "noise" heard is that of a blooming flower.

Small wonder Rick and Pam are history nuts.

— Story and photos by PHAN Patti Phillips
— Photos by PH1 Milt Putnam

Facing page: Rick and Pam explore Middleton Place, enjoy shishkebab at the Greek Spring Festival and learn a little Greek folk dancing. Above: A mule-drawn wagon ride adds to the atmosphere. Rick and Pam roam through the Middleton Place Gardens, the oldest landscaped gardens in America.

letters to the editor

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, (NOP-00723) Navy Internal Relations Activity, Office of the Chief of Information, Washington, D. C. 20360.

WO Retirement

SIR: I am a temporary warrant officer (W-3). I was promoted to W-1 in October 1967 and made W-2 in October 1969. It is my present intention to retire on 20 years' day-for-day service in July 1977. As a temporary warrant officer, can I retire on 20 as a warrant officer or do I have to revert to E-9? The latest instruction I have regarding this is BuPersInst 1811.1B of 28 March 1960.
— T. E. G.

- *A warrant officer (temporary or permanent) may retire upon completion of 20 years' active duty. No reversion to enlisted status is necessary. BuPersInst 1811.1B was canceled about four years ago.*
— ED.

Numbering System

SIR: In Record of Practical Factors, Quals Manuals and Profile Cards, all statements or subject matters are preceded by numbers, i.e., .62, .63 and so on. What do these numbers designate?
—SD1 J. R. O.

- *A numbering system has been adopted by BuPers to give greater stability to the identification of each qualification item. The numbering system allows gaps between qualification items of one paygrade and the next paygrade so that items adopted in annual revisions can occupy numbers not previously used, without generating chain reactions necessitated by renumbering items each time a change is made.* — ED.

Further Info Wanted

SIR: In ALL HANDS, April 1974, p. 39, you have an article on a Tri-Services Medical University in Bethesda, Md., that is scheduled to be in operation by 1978. Could you please give me any amplifying information on this university? — DS1 P. J. F.

- *Look for further information on the Tri-Services Medical University (currently called the Uniformed Services Universiy of the Health Sciences) in a future issue of* ALL HANDS. *CAPT Melvin Museles, USN, who is Executive Secretary of U.S.U.H.S., is keeping us up to date. When firm guidelines are announced, they will be reported to the Fleet.*

At the same time, you might want to take a look at the provisions of BuPersInst 1520.104A, which is now being revised, for information on the Navy's scholarship program for med school. Check your personnel office.—ED.

Dependents' Transportation

SIR: In August 1971 I was transferred from overseas (accompanied) duty to a carrier homeported in Norfolk. I elected to move my family to my home of record in Tennessee. My latest PCS orders are for shore duty in Norfolk. My disbursing office says I do not rate transportation for dependents at government expense. Is this correct?
— LCDR D. H. S.

- *You are entitled to transportation of your dependents and household goods from Tennessee (a designated place) to your new permanent duty station. See Joint Travel Regulations, paras. M7061 and M8253.f.*—ED.

Retirement Pay

SIR: I held a temporary commission of LTJG concurrently with a permanent enlisted grade of E-9. I have recently completed 25 years and six months' continuous active service, reverted to enlisted status and transferred to the Fleet Reserve.

I understand that when I complete 30 years' total service I will be advanced to officer grade and placed on the retired list as a LTJG. Also, my retired pay will then be computed to reflect the base pay I was entitled to as an O-2 at the time of my transfer to the Fleet Reserve.

Normally, the advance to highest rank held results in an increase in retirement benefit. In this case, however, since O-2 pay is less than E-9 pay, the retirement benefit is actually reduced (substantially, if one considers the regular cost of living raises that have accrued and will continue to accrue to the E-9 retainer pay).

Under these circumstances, is there a "saved pay" provision for senior enlisted persons similar to that afforded to chief warrant officers (W4) when they are advanced on the retired list, or must we be penalize monetarily for attaining officer status? — PHCM J. J. P.

- *Section 6151, Title 10 USC, provides that a member of the Navy, when retired, be advanced on the retired list to the highest officer grade in which he served satisfactorily under a temporary* *appointment, as determined by the Secretary of the Navy. The Comptroller General has ruled that if a determination is made by the Secretary that service in a particular officer grade was satisfactory, and the member is advanced to that grade on the Retired List, then the retired pay of the individual concerned must be based on that grade. There is no legal authority to effect an individual's retirement in an officer grade and authorize higher retired pay based on his enlisted grade.*

The Navy Finance Center will compute an individual's retired pay based upon service performed in an enlisted grade and under a temporary appointment as an officer and advise which service results in the higher retired pay. The individual concerned will be given an option as to under which method he desires to receive retired pay. There is no "saved pay" provision for individuals who serve as temporary officers. — ED.

Missing Squadrons

SIR: I enjoyed and appreciated the coverage of the Presidential Unit Citation earned by USS *Constellation* and Air Wing Nine. The reporter, however, must have been influenced by the fighter types as he failed to include in Air Wing Nine the working half of the Wing: Attack Squadrons 146, 147 and 165 and Airborne Early Warning Squadron 116. It was an unfortunate oversight as the award was based in large part on the unprecedented ability of the Air Wing/Ship Team to accurately and effectively deliver ordnance against the enemy during his all-out offensive in the spring of 1972. — CDR R.L.W.

- *Thank you for calling our attention to the fact that these squadrons were not mentioned in the Navy News Brief, "PUC Given to* USS *Constellation, Attack Carrier Air Wing 9"* ALL HANDS, *Oct 73, p. 41). We regret the fact that they did not get the credit they rightfully deserve.* —ED.

Savings Bonds

SIR: Your article on U. S. Savings Bonds in the April 1974 issue neglects inflation. The loss in purchasing power caused by inflation should have been included in your chart on page 59. — J. T. S., LT, CEC, USN.

- It is true that fixed investments, such as savings accounts, insurance, etc., are adversely affected by inflation. But, the average well planned investment portfolio contains safe, liquid and *guaranteed rate* of return investments. There are forms of investments which pay a higher return; however, generally speaking, the higher the return the greater the risk.

The convenience of saving through the Payroll Savings Plan is also an important factor. When all of the benefits of the Savings Bonds are considered, including no state or local taxes and that federal income tax may be deferred, we feel Savings Bonds are a desirable complement to almost everyone's investment program. — ED.

Increasing Protein

SIR: Your highly readable diet article in the December issue balances diet and exercise in sound perspective for healthy weight maintenance. The statement on the need for increasing protein when restricting fat in the diet is misleading, however. Your examples, "butter, margarine, and other fats," contain only traces of protein. Therefore, increased protein is not necessary, when decreasing fat intake. — Mary C. Dwyer. Head, Dietary and Commodity Branch, Navy Food Service Systems Office

- *You are completely accurate in your comment concerning the need to increase protein content of the diet when reducing the fat content.* (ALL HANDS, *Dec 1973, PP. 32-35: "How to Take it Off and Keep it Off").*

The reduction of fat in a normal diet in no way requires an adjustment to the protein content. The amount of protein in fats is not significant in the normal diet. Fat in the diet is primarily a source of fat soluble vitamins and contributes flavor and satiety value to foods. Probably the most significant feature of fat in the diet is the fact that fat has about two and one-fourth the caloric value of carbohydrate and protein. —ED.

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letters

Vision Standards for Subs

SIR: There are many Navymen who would like to be in the nuclear power program and serve aboard submarines but are not physically qualified because of their eyesight. The nuclear power program and the submarine service are losing out on many highly motivated individuals because of the present eyesight requirements. — ETC(SS) O. G. W.

• *Analysis of jobs each rate performs and its visual requirements have been redefined by the Naval Submarine Medical Research Laboratory. As a result of these studies, visual standards for all submarine candidates (including those seeking nuclear power designators) have been considerably relaxed.*

A recent change to the Medical Manual now allows visual acuity deficiencies of any degree if they are correctable to 90 per cent for staff corps officers, rated enlisted personnel and designated strikers (except QMs); and if correctable to 100 per cent for other officers, quartermasters and nondesignated strikers. Refractive and cylindrical error standards were also relaxed by this change. — ED.

Discount Tickets

SIR: Several instances have come to light in which discounts for certain entertainments are given only for enlisted persons and not to officers. Examples: At a skiing resort in New Hampshire, lift fee discounts were not available for officers; tickets to a play in Washington, D.C., through Special Services were solely available to enlisted personnel.

Does the Navy have a definite policy toward such practice? — LTJG R. F. M., USN.

• Specific guidance is provided in BuPers Inst 1710.11 recommending against the continuation of any practices which are based upon rank or rate, race, sex, marital status, minority, etc.

Equality to all parties is advocated; however, in certain areas commanding officers have instituted fees and charges on a graduated scale commensurate with the pay scale for service personnel. With regard to the New Hampshire skiing resort discount policy, while it is not encouraged to make such a rank/rate distinction, the commercial resort, as a civilian enterprise is at liberty to sell tickets as it desires. — ED.

Tracing PH Rating

SIR: I was a Photographic Specialist Second Class during World War II. What is the difference between that rating and a Photographer's Mate? — Paul M. VanDuesen Sr., South Bend, Ind.

• *The Photographer rating was established in 1921 and changed to Photographer's Mate (PH) in 1942. During World War II, personnel in the regular Navy and certain qualified Reserves continued to carry the PH rating designation – while photographic specialists (mostly Reservists) were broken into specialist categories including:*

SP (P)	*Specialist*	*(Photographic)*
SP (P) (LB)	"	*(Laboratory)*
SP (P) (MB)	"	*Motion Picture Production)*
SP (P) (PG)	"	*(Photogrammetry)*

In 1948 the Aviation Photographer's Mate (AF) rating was established and the Photographer's Mate (PH) carried the Emergency Service ratings of:

PHG	*(Cameraman)*
PHL	*(Laboratory Technician)*
PHR	*(Camera Repairman)*
PHM	*(Microfilm Photographer)*
PHA	*(Aerial Photographer – from 2/47 to 6/48 only)*

In 1952 the Aviation Photographer's Mate (AF) was combined with the Photographer's Mate (PH) and that rating still remains today. — ED.

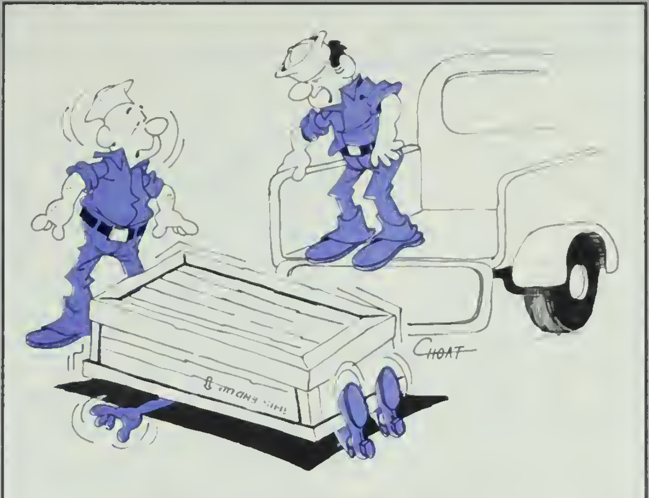
Command Sponsored

SIR: After reading the article "E-4s With Over Two Years' Service Now Eligible for Travel Allowances" on page 34 of the March ALL HANDS, I checked with the personnel and transportation offices at my command. I was informed that, as an E-4 over two, I am entitled to shipment of household goods and an automobile, but not a travel allowance for my wife. To become eligible for dependent travel at government expense, I must also be command sponsored. —CTI3 M. M. K.

• *You are correct. The requirement for command sponsorship is contained in the Joint Travel Regulations. The article in* ALL HANDS *was general in nature and did not discuss the additional requirments for overseas travel. For details, see the referenced BuPers Notice 4050 of 2 Jan 1974.*—ED.

PASS THIS ISSUE ON TO 4 OTHER READERS
BOING!
PEANUTS
ALL HANDS

"Stranded alone like this, a person could go bananas, ya know it?"



"QUICK! Open it up and see if anything is brake!"

on the serious side

Just for a change of viewpoint, all the cartoons on this page are contributions to ALL HANDS from the drawing pen of SSgt Floyd L. Choat who claims the Air Force as his branch of the armed forces team. Thank you, SSgt Choat.

"Smith, hmmm . . . let me see . . . I believe that's with an 'S' isn't it?"

"They don't like the soup?"

"That was a fine landing you made, I mean, what with this being a tanker and all."

TAFFRAIL TALK

ALL HANDS bade farewell to a sizable number of its staff this past month with the retirement of Robert Neil and the completion of active duty tours by Journalist 2nd Class Dale Wagner and Draftsman 2nd Class Ken Cassady. Fate's blunt instrument was softened by the arrival of Journalist 2nd Class Davida J. "Davey Jones" Matthews.

Bob Neil has spent the last 14 years plus — half his time in federal service — with ALL HANDS, and seemed to thrive on our various moves, while coping nicely with the day-to-day hazards of local traffic (although a car did come up on the curb last year and nail him). He holds a B. S. from Phillips University, Enid, Okla., and did work as an information specialist in Ecuador and Greece. With that background, it was only natural that he handled the "heavy" stuff for us — scientific pieces, ship construction, ecology, technological development and the like. Filling his shoes is going to be a real task.

Bob expects to leave Washington in about a year to fulfill his love for travel. Most of his family of three girls and two boys are on their own: one daughter in England, another in California, a son at the University of Virginia and a second boy about to enter the Coast Guard. The youngest, a daughter, 13, figures in Bob and Mrs. Neil's travel plans in retirement.

JO2 Dale Wagner wrapped up three years on the staff, specializing in layouts, photography, illustrations and a little bit of everything else. He's heading back to Penn State for work on his M.A. in advertising journalism while picking up some jingle as an assistant lab instructor in photography. Once he gets that chore over with — he's in no hurry — he and his wife and three little ones will head for the big city where he, as he puts it, ". . . plans to be a big boss at an ad agency." Knowing Dale's expertise in graphics and his easy manner, he'll succeed.

An incurable optimist, DM2 Ken Cassady describes himself in the same breath as "impatient, moody, though methodically knowledgeable." A Canadian turned U. S. citizen, he hails from Detroit where he'll head back to work in the graphics field after two years on ALL HANDS. He plans to pick up his master's in mass communications from Wayne State University while getting involved in free-lance film-making on the side. While on the staff he was an illustrator/layout artist by day, and cinema/cooking buff by night — once setting something of a record for the world's flattest cake.

Too bad "Davey Jones" Matthews wasn't on the staff at the time — while in school in Dodsonville, Ohio (total pop., 100), she took a prize in a Betty Crocker Bake-Off, only to be called "Davey Crocker" for the next six months. From a family of nine kids, Davey comes to ALL HANDS by way of Beeville, Tex., and DINFOS JO School (completing two different courses). She's been wearing the uniform (quite well) for three years and has already re-upped. The girl's got ambition and a brain to match. When we said goodbye to Neil, Wagner and Cassady, we had to get an "even" trade — none of them looks as attractive as Davey.

The All Hands Staff

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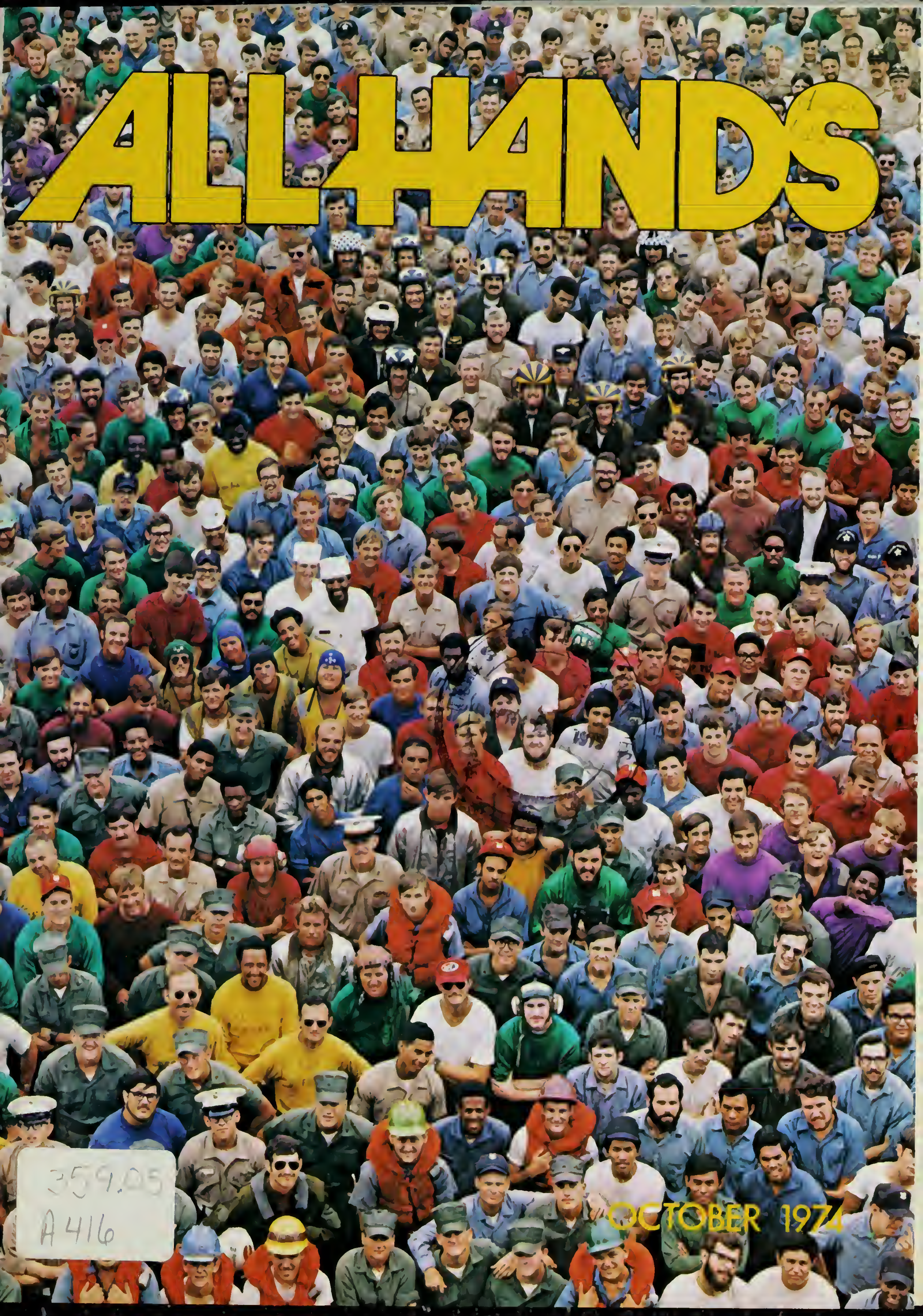
AT RIGHT: Officer candidates at OCS Newport get firsthand seagoing training aboard a YTB off Rhode Island coast. Photo by PH1 Rich Pendergist.

in this issue:
SCHOOLS at NEWPORT

ALL HANDS



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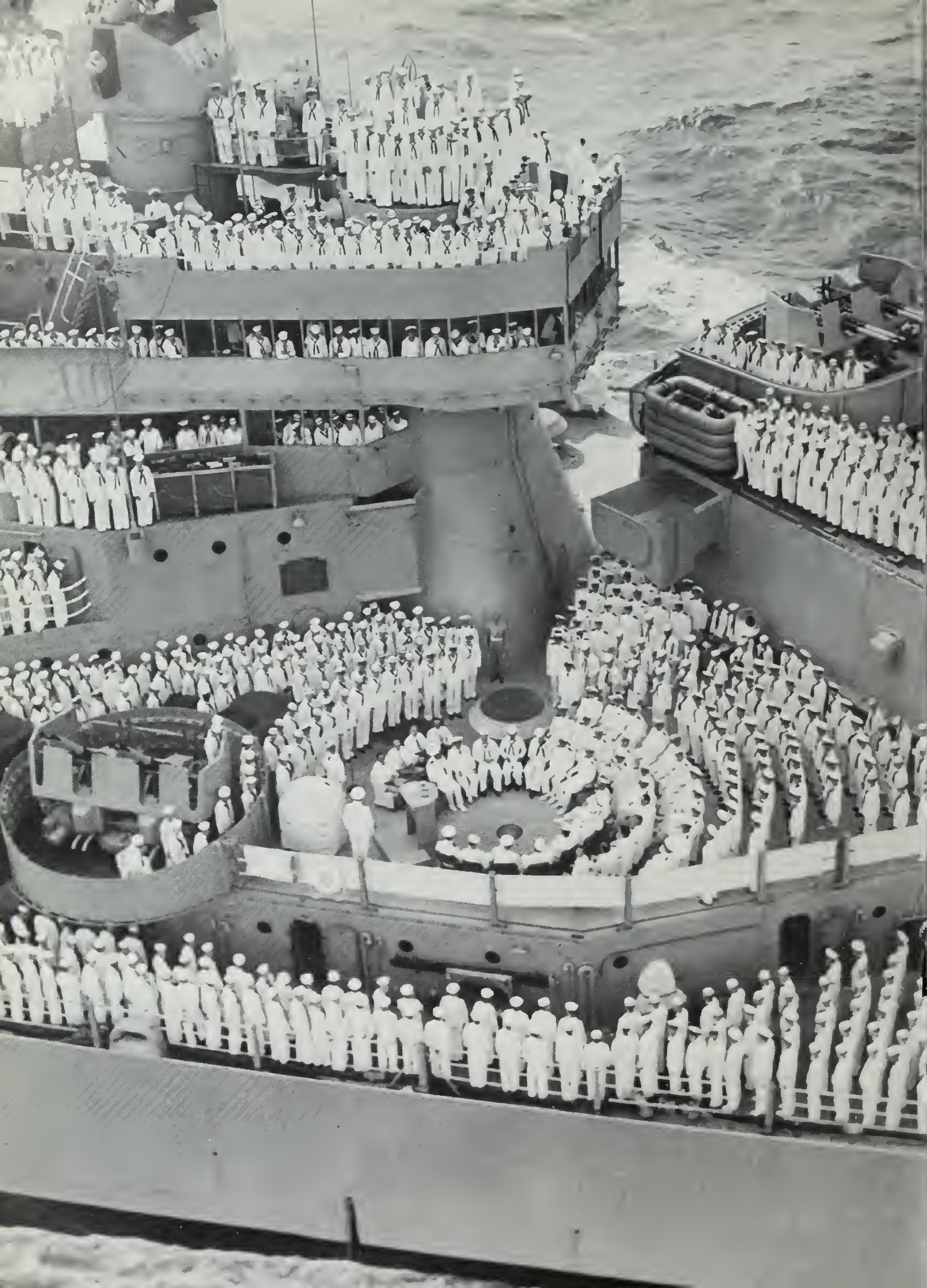

ALL HANDS

MAGAZINE OF THE U. S. NAVY — 52nd YEAR OF PUBLICATION

OCTOBER 1974 NUMBER 693

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Chief of Naval Operations
REAR ADMIRAL WILLIAM THOMPSON, USN
Chief of Information
CAPTAIN RALPH L. SLAWSON, USN
Officer in Charge, Navy Internal Relations Activity

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FRONT COVER: PEOPLE: THE NAVY'S PROUD TRADITION. Shown here, part of the crew of USS Kitty Hawk, with every rating aboard the ship represented. This year's birthday theme, "the Navy — A Proud Tradition" is covered not only on the cover but also in the pages of this issue. This unusual cover photo represents the combined efforts of Kitty Hawk's Photo Officer, Public Affairs Officer and her hardworking Photo Lab crew.

AT LEFT: Another ship's crew celebrates a historic moment: a formal mustering of the crew aboard USS Missouri (BB-63) on the fourth anniversary of peace after WWII, with the crew circling the bronze plaque marking the spot where formal document was signed, signifying the end of conflict.

199 Years of Pro

You'll Find it in Wa

Come 1975, the United States Navy will celebrate 200 years of defending American freedom on the high seas. There is no better place to appreciate the blood, sweat and tears spent in manning America's saltwater frontiers than at the Navy Memorial Museum in the Washington Navy Yard.

The very building which houses the keepsakes of great moments from the Navy's past is redolent of history. Among other uses, it served for many years as a breech mechanism shop in the manufacture of big naval guns.

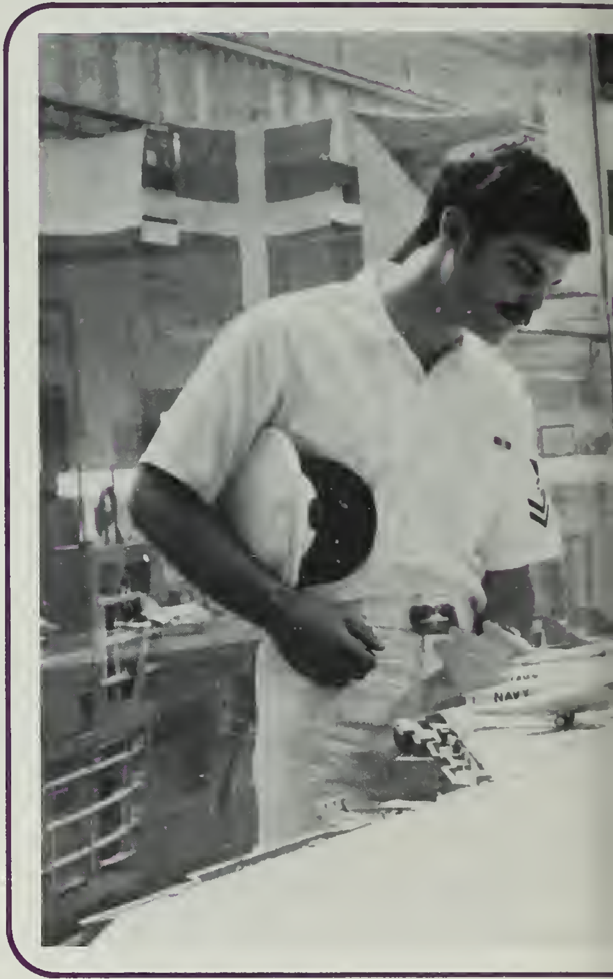
Visitors to the museum might also reflect on some of the many momentous events that have transpired near its doorstep. The first Japanese diplomatic commission to the United States landed nearby in 1860 after Admiral Perry's momentous "opening" of Nippon in 1854. Antique pictures show the delegates clad in garb that bespeaks a mode of life since vanished.

It was also near the museum's front door that John Surratt landed after Egypt extradited him for complicity in President Lincoln's murder. In more recent times, the late Charles Lindbergh stepped joyfully ashore at the Navy yard after returning by sea after his flight to France in the *Spirit of St. Louis*. The Navy Memorial Museum not only houses the mementos of history, it has served as a backdrop for many events in American history itself.

The largest institution of its kind in this country, the interior exhibit area of the Navy Memorial Museum is about the size of a football field and is literally packed to the rafters with exhibits tracing the sea service's march into modern times from pre-Revolutionary days and after, when each of the new states, except Delaware and New Jersey, had its own Navy.

Among the first objects seen is the first American Navy Jack — a striped ensign crossed by a venomous serpent and bearing the motto "Don't tread on me." A letter bearing the signatures of three presidents is on display as is the exceedingly handsome sword which the Continental Congress presented to Commodore Hazelwood of the Pennsylvania Navy. This conveys an appreciation of the tremendous odds encountered in the Revolutionary War (and American revolutionaries in general). This sword rewarded the commodore's action on the Delaware River when, in November 1777, his small forces hampered the approach of British naval forces bound for Philadelphia.

Commodore Hazelwood received the sword as an expression of the new nation's gratitude. It is beautifully chased with a hilt of gold and silver. Similar swords were given to 14 other heroes of the revolution including Lafayette.

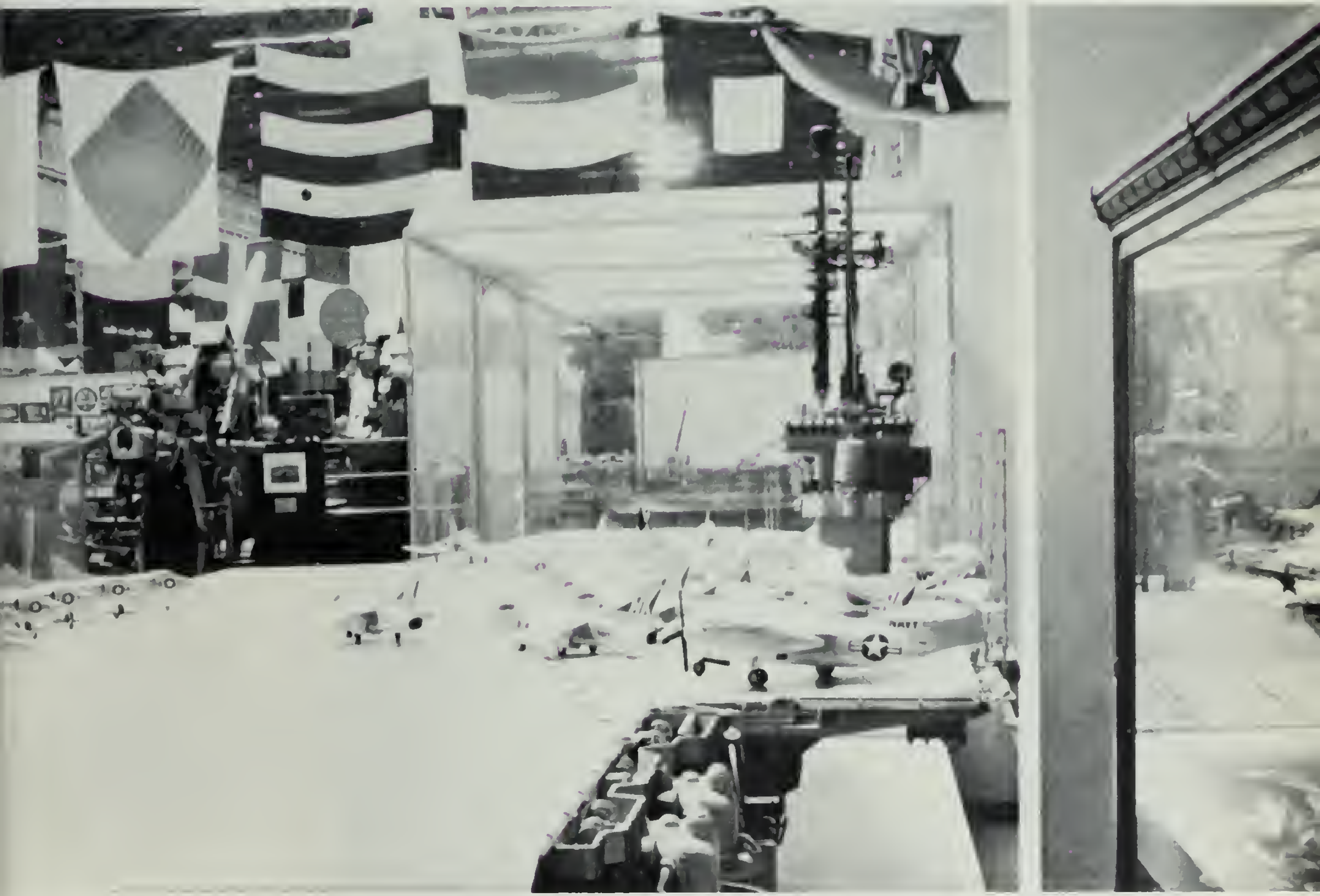


Opulent ships' silver and pieces of furniture are among the more surprising items to be seen at the Memorial Museum. There is, for example, a dolphin sofa from USS *Constitution*. The sumptuous upholstery and the carved dolphins which form the piece's legs and arm supports are something you don't see in furniture stores these days. A mate to the museum's sofa is in the White House.

Although *Constitution's* furniture seems luxurious, the cuisine must have left something to be desired. Examining a biscuit preserved at the museum justifies such an opinion. It's about the size of a round butter cracker but looks like a thick saltine. During the Revolution and for many years after, such crackers and salted meat were standard fare in sailing ships. The specimen shown at the Memorial Museum was baked on board *Constitution* and probably would taste about as good today as did others of its kind a century ago.

ud Tradition

shington's Own Navy Museum



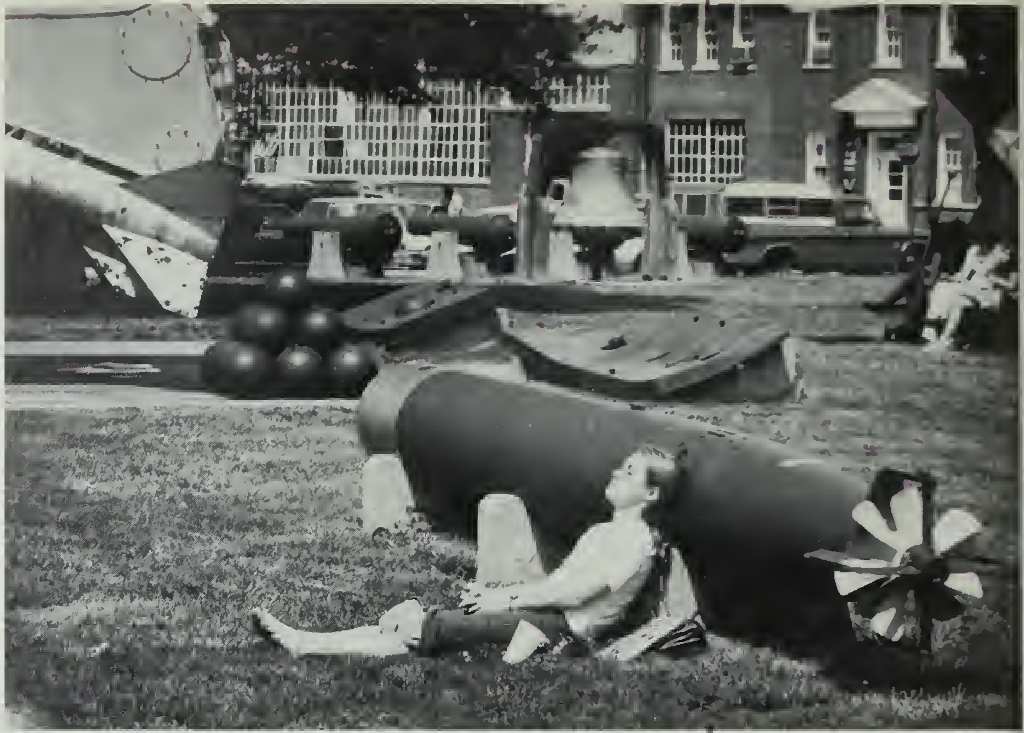
The Act of Congress which established the Navy is on display in the museum as is a paper signed by John Hancock, President of the Congress, appointing John Paul Jones to the rank of captain on 10 Oct 1776.

The museum uses dioramas to provide dramatic three-dimensional representations of famous events in naval history. These point up the vast changes in naval warfare since the Revolutionary era.

Visual representations notwithstanding, the actual mementos of each era are more interesting. There is, for instance, a small seabag proudly embroidered with patriotic emblems such as flags and eagles which probably contained most of the worldly goods of a 19th-century sailor. One poignant exhibit shows a small model French ship — one of several in existence called "soup bone models." They were made from bones remaining from prisoner meals. The Memorial Museum model was made by one of Napoleon's sailors while he was a prisoner of the British.

As the museum visitor strolls through the indoor exhibits commemorating encounters with the Barbary pirates and with the British in the War of 1812, he should make a mental note to examine artifacts displayed outside in the Navy Yard's Willard and Leutze Parks. On display are several guns which Captain Stephen Decatur captured in fights with the Barbary pirates during the days when the battle cry was "Millions for defense, but not one cent for tribute."

Two of these are reminders of one of Decatur's more stirring exploits. Both are 24-pounders having a six-and-one-eighth-inch bore manufactured in Barcelona in 1788 for King Charles III of Spain. Decatur found them pointed in his direction off the coast of Tripoli on 3 Aug 1804. They were then part of the armament of



Pg. 2: Visitor views huge model of aircraft carrier USS Forrestal in Washington flag-decked museum. Above: A young visitor relaxes in the sun in the outdoor display area. Left: The museum offers many exhibits on early naval aviation.

two of the Barbary pirates' gunboats.

Decatur found himself looking down these gun barrels because, for years, the Barbary corsairs had preyed on United States commerce in the Mediterranean. In fact, the Bashaw of Tripoli, in 1801, went so far as to declare war on the United States. We responded in kind on 6 Feb 1802 but were unable to launch any real offensive action until the summer of 1804.

The pair of 24-pounders which now "slumber" so peacefully in the Navy Yard's Leutze Park are trophies of the first attack of that offensive. During the battle, Decatur nearly came to a premature end when, during hand-to-hand combat, a scimitar-wielding corsair spotted an opening and got set to split the young captain's skull. As the pirate started his swing, however, one of Decatur's men, Reuben James, disabled in both arms by wounds, threw himself in the way to protect his captain. His own scalp, of course, was laid open — yet he survived.

Long Tom is another gun which links today's museum visitors with the rowdy days following the American Revolution. This formidable piece of hardware is a cast-iron, 42-pounder made in France in 1786. It was once part of the main battery of a French man-o'-war which was captured by the British, then sold to the United States. Somehow, the gun turned up next on a Haitian privateer and, about 1813, it was returned to storage in New York. It was pressed into service during the War of 1812 on board the brig *General Armstrong*, a privateer skippered by Captain Samuel Chester Reid.

While at Fayal in the Azores, three British ships entered the harbor carrying a total of 130 guns and some 2000 troops, westward bound for an invasion of the United States near New Orleans. Captain Reid moved his ship close to shore where the larger British ships couldn't come alongside and prepared to repel boarders.

As Captain Reid had anticipated, the water was soon covered by armed boats which were warned by Reid to stand off. After a brief pause, however, the British boats came on and *General Armstrong* let go with a deadly storm of grapeshot which the British answered with small arms and swivel guns mounted on two of their boats. This time, however, the British withdrew.

But the uneasy respite didn't last long. Around midnight, the British launched more heavily armed craft carrying a much larger force. Captain Reid figured they had at least 12 boats and some 400 men. This time, the British went for broke in a 40-minute brawl in which more than half the attackers were either killed or wounded — many of them victims of *Long Tom*. Reid's casualties were two killed and seven wounded.

By this time, the British decided to stop playing games and lined up their 130 guns against *General Armstrong*. Reid, knowing the jig was up, sent his men ashore and scuttled his ship. *Long Tom*, of course, went down with her.

Many years later, *Long Tom*, which had done so well in battle, was recovered from the bottom of Fayal Harbor and presented to the United States by the Portuguese government. The big gun was exhibited at the 1893 World's Fair in Chicago before being installed at the Washington Navy Yard's Leutze Park. It was later moved into the museum building itself where it now guards the entry.

The Civil War is well represented in the Navy Memorial Museum. Among other items which link modern visitors with that tragic conflict is the remnant of an anti-torpedo float which was used to detonate enemy mines during the Civil War. This particular float was employed by the Union Fleet against Confederate ships at Charleston. Somehow, it was set adrift and ended up in the Bahamas. A chunk of the float was taken from there to the museum.

In Willard Park, just outside the museum's front door, stands a line of rifled 100-pounders taken from the ironclad ram *Tennessee* which was called "The most powerful vessel ever to fly the Confederate flag." Even now, more than a century later, these guns look formidable.

They must have looked even more sinister to RADM David G. Farragut and his fleet at Mobile Bay on 5 Aug 1865 — the day *Tennessee* fought her last fight and Farragut damned the torpedoes (mines) indelibly into naval history. The ships of the Union fleet steamed through a mine-blocked channel and, despite almost incredible daring on Farragut's part, the Confederates might have carried the day had not *Tennessee* followed Farragut's ships into Mobile Bay rather than staying in shallow water near Fort Morgan and using her long-range guns to good advantage.

Once out of her protected position, however, *Tennessee* came under fire from Union monitors which blazed away at the Confederate ram for half an hour. Leaking and practically helpless, the ironclad finally surrendered. By then, her smokestack and rudder chains were gone. Of her six guns, only two were still usable and they couldn't be brought to bear on the enemy. Twelve of her crew had been killed and 19 wounded.

It is interesting to note that Admiral Buchanan, who lost a leg at Mobile Bay while fighting for the Confederacy, had good cause to ponder the fortunes of war after *Tennessee's* surrender. He had, in April 1861, resigned his U.S. Navy commission thinking his home state, Maryland, would soon secede from the Union. When the state failed to secede, the admiral tried to withdraw his resignation but it already had been accepted.

Following *Tennessee's* capture, her guns were added to the Washington Navy Yard's trophy collection which Buchanan must have seen many times before the war. He was, in fact, the Yard's commandant during his last assignment as a Union officer.

Willard Park contains other Civil War mementos including an interesting item called "The Intelligent Whale," (one of the early attempts at submarines predating John P. Holland and the Navy's first submarine, SS1). These, together with the museum's indoor collection, give the visitor the strong, bitter flavor of those tragic years.

After viewing the souvenirs of the Spanish-American War which include relics of the battleship *Maine*, a Navy visitor enters the era familiar to his grandfathers. Like the Civil War, World War I is also well represented with a newly refurbished exhibit.

A Mark VI mine is on display. It is one of about 100,000 manufactured during World War I. Between 70 and 80 thousand were rapidly manufactured and planted in the North Sea to bottle up the German U-boats.

There is a picture of J. P. Morgan's yacht *Corsair* which was converted for convoy duty during the war. There is also a superb scale model of one of the Navy's more bizarre guns — one mounted on a railroad car and used in France to counter the effects of Germany's "Big Berthas" which shelled Paris from a distance they presumed to be safe. The mobile gun was manned by sailors who were a considerable distance from salt water but who knew what to do with a battleship-size gun.

One of the more poignant of the museum's exhibits is sandwiched between space devoted to the two world wars. It is the Antarctic wintering-over hut occupied by Admiral Byrd in 1934. Most who view the hut are surprised by its fragility, for it resembles more a packing crate than a building capable of sheltering a lone man from minus 70 degree temperatures. Although it was buried beneath polar snow and was, therefore, sheltered from the winds which raged above, the hut depended upon heat from an inadequate stove which, when lit, smoked so virulently that Byrd was nearly asphyxiated. After these many years, the odor of smoke still lingers inside the shelter. Risking death by asphyxiation, the admiral lived to tell about and write about his experience.

It is in a section of the museum near the Byrd hut that one first senses the Navy's increasing awareness of science and technology, for here one can see a model of the first wind tunnel — in 1914, it was the largest wind tunnel in the world. Here, too, are props from the first carrier-launched plane. There is also a small oceanographic display and a feature on the search for and discovery of USS *Thresher's* wreckage. The bathyscaph *Trieste* which probed the depths of the Marianas Trench and played a leading part in *Thresher's* discovery is also at the museum. It is respresented by a scale model.

World War II occupies the final exhibit space in the museum. There is a kamikaze glider which recalls the terrific threat posed by Japanese suicide pilots to American ships particularly off Okinawa. Also present are full scale models of the first atomic bombs built by the United States.

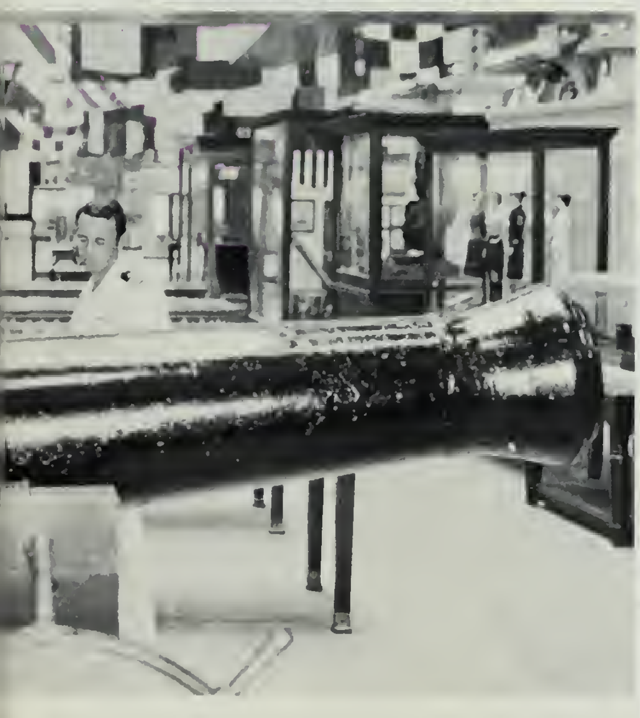
Tucked in the last space before reaching the exit is gear taken from World War II submarines complete with three operable periscopes. These days small children peer where once tense skippers eyed their quarry. One of the periscopes was taken from USS *Flasher* (SS 249) which was responsible for sinking more than 100,000 tons of enemy shipping.

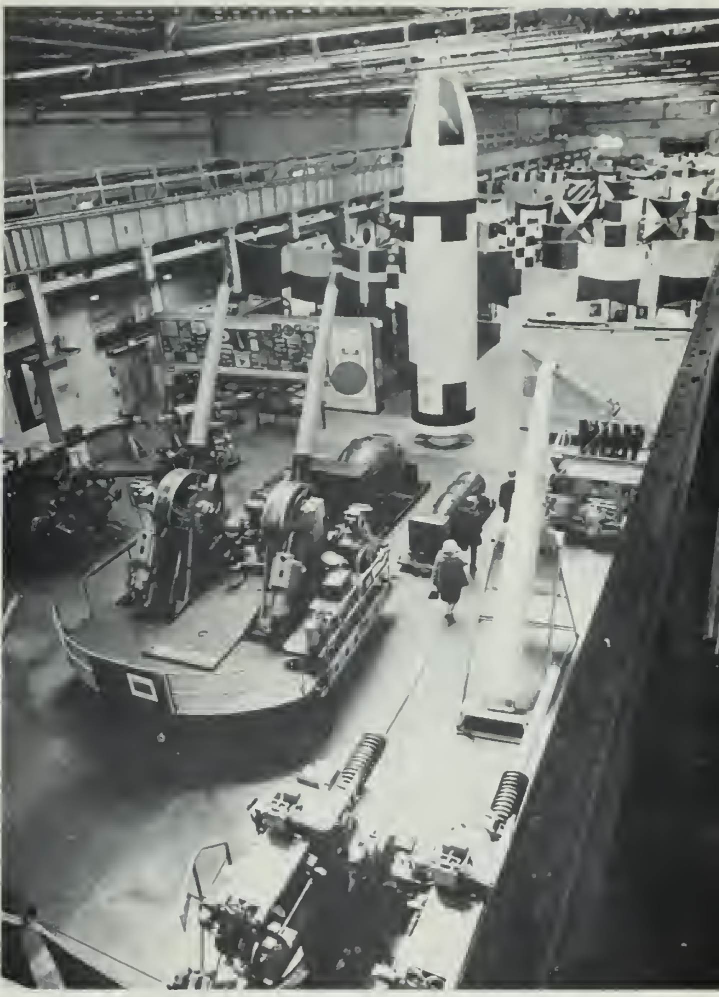
The exhibits mentioned here are only a handful of the many sheltered under the roof of the Navy Memorial Museum and gathered together in the minuscule parks scattered throughout the Navy Yard. As the visitor strolls through the Navy's memorabilia, it is easy to remember that the museum itself is a memorial to those who made use of the items on display and the others who died for their country, believing in it and preserving our way of life for future generations.

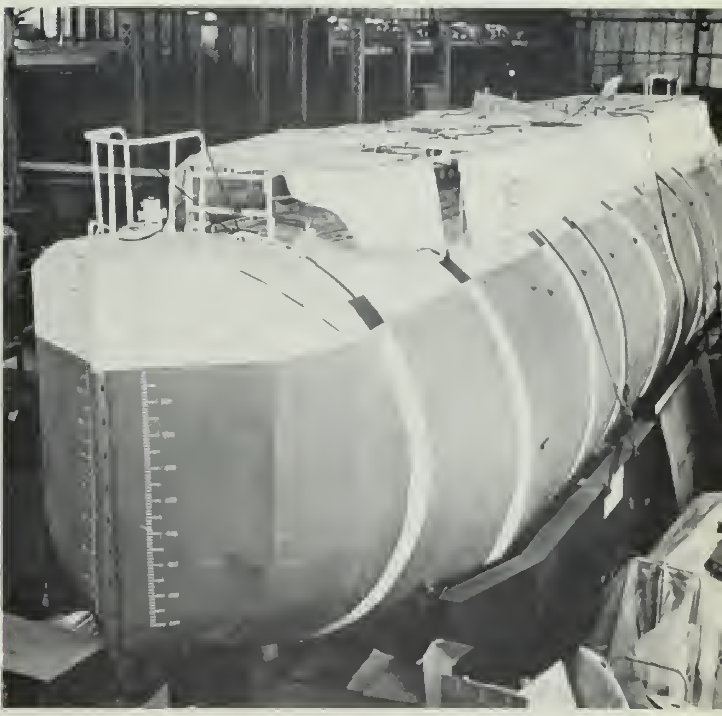
That seems a fitting thought for Navymen on the bicentennial of their service's history.

— Robert Neil

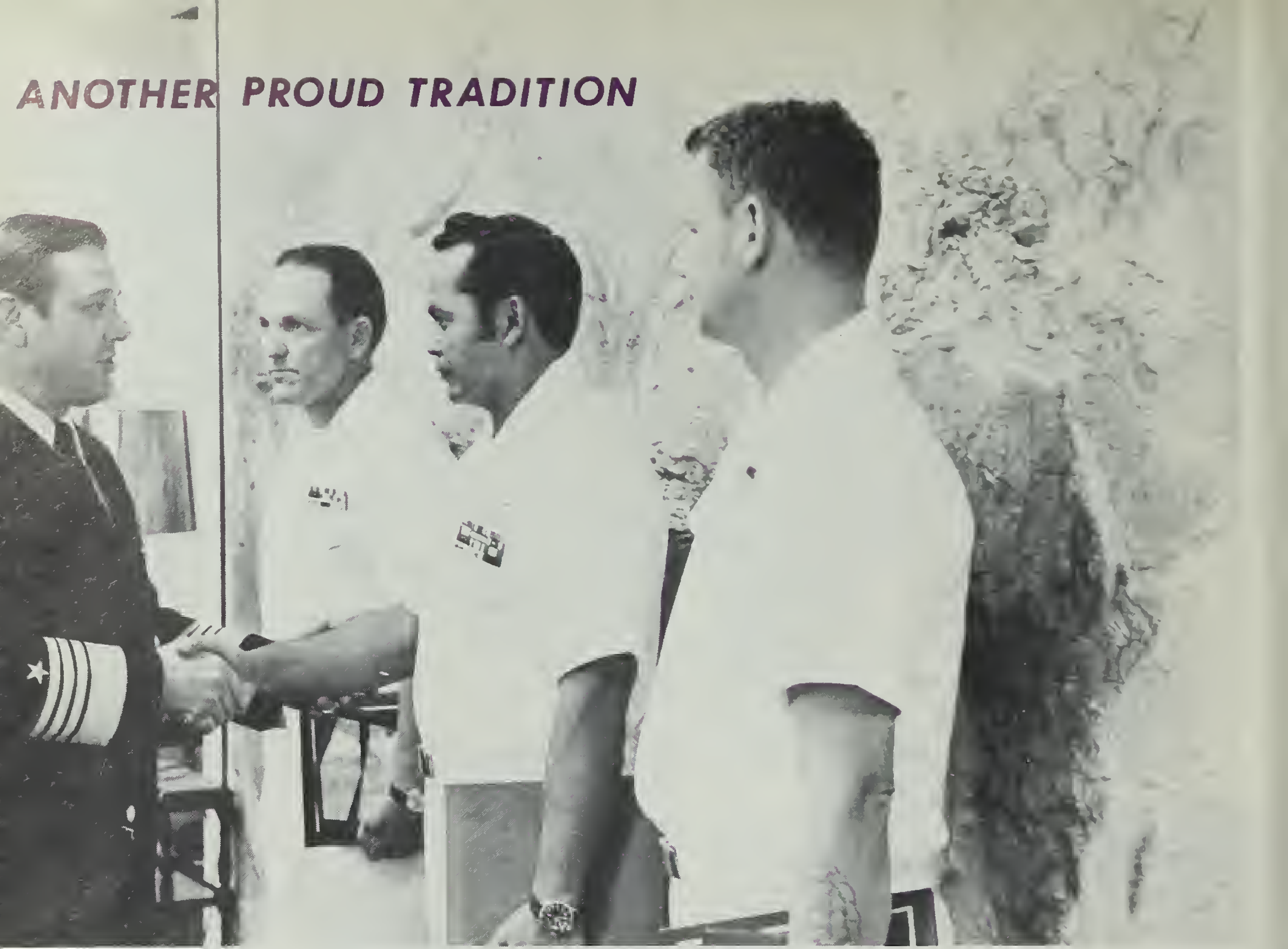
Below: Entryway to the Naval Museum. Right: Mr. and Mrs. Norman M. Littell present rare letter, bearing the signatures of three presidents, to museum director, CAPT R. Pineau, USNR. Upper right: Central viewing area in the Navy Museum. Lower right: a view of the mammoth float section of bathyscaph Trieste being prepared for exhibit on man's underwater exploits.







ANOTHER PROUD TRADITION



SAILORS OF THE YEAR

The Sailor of the Year award might be compared to a Navy combination of an Olympic Gold Medal and a Grammy all combined into one. It involves the elements of putting forth that special extra effort in doing a superior job, assuming a leadership role among peers, taking advantage of opportunities, and general all-around excellence. And like all these other awards, it symbolizes the best in a field.

The Navy's best this year — the three named Sailors of the Year for 1974 announced in the July 1974 issue of ALL HANDS — are Chief Signalman Franklyn R. Perry, from the Atlantic Fleet; Chief Storekeeper Walter W. Gouveia, Pacific Fleet; and Chief Hospital Corpsman John R. Hewitt, Shore Sailor of the year. All had been 1st class petty officers; by virtue of their selection, they received meritorious promotions to chief.

That's not all — the men and their families were flown to Washington, D. C., where they were formally named Sailors of the Year by the Secretary of the navy and the Chief of Naval Operations. Then the men and their families were awarded five days of rest and relaxation at the location of their choice within the continental United States.

The Perrys headed for Niagara Falls where Chief Perry was due for a television interview. Chief Perry also served as honorary grand marshal for the Maid of the Mist Carnival held there during his stay. He also got together with local Navy recruiters and the American Legion for some promotional activities.

The trip to Niagara was almost like coming home for the Perrys. Chief Perry is a native of upstate Ossining, N. Y., but somehow, he says, he had never quite made it over to Niagara.

Chief Gouveia is a SEAL Team member — the same SEAL Team, in fact, which produced last year's Pacific Fleet Sailor of the Year, Chief Quartermaster Talmadge W. Bohannon. Chief Gouveia won't say, but he probably received some pointers about how to capture this year's award from Chief Bohannon.

A 37-year-old Hawaii-born American with 19 years in the Navy, Chief Gouveia has earned an associate of arts degree in Flordia where he was stationed and is majoring in sociology at Chapman College in California. From Washington, he packed himself, his wife and their four children for five days in San Francisco, his wife's hometown.

Chief Hewitt is the kind of party-pooper the Navy likes to have around. Instead of the five days' rest and relaxation due him after the awards ceremonies in Washington, he took his wife and two teenaged children to Texas to enroll in a year's study under the Physicians Assistant Program. The 36-year-old native of North Carolina may take his five days of relaxation later — if he has the time.

That year of study will also prevent Chief Hewitt from accepting an assignment to work with one of the top master chiefs of the Navy during the coming year. That's the other option the award of Sailor of the Year brings, and although Chief Hewitt won't be taking it, Chief Perry and Chief Gouveia will. Chief Perry is on the staff of the Master Chief of the Atlantic Fleet, and Chief Gouveia, because of an intensive interest in education, will assist the Master Chief of Naval Education and Training Command.

Facing page: ADM James L. Holloway, III, CNO, congratulates the 1974 Sailors of the Year, now chiefs by meritorious promotion. L to R: Chief Hospital Corpsman John R. Hewitt (Shore), Chief Storekeeper Walter W. Gouveia (Pacific Fleet), and Chief Signalman Franklyn R. Perry (Atlantic Fleet). Below: Chief Tradevman Edward N. McDaniel is fitted with a new chief's cap by his wife for being named the outstanding Navy recruiter of 1974. ADM Holloway looks on.

RECRUITER OF THE YEAR

Chief Tradevman Edward N. McDaniel, recruiter in charge of the Navy Recruiting station at Pharr, Tex., in the San Antonio Navy Recruiting District, is this year's "Outstanding Navy Recruiter of the Year for 1974." Chief McDaniel was selected from 10 finalists in the Navy's annual Recruiter of the Year competition. These finalists, representing the eight Navy Recruiting Areas and the Naval Reserve Command for Surface and Air programs, were picked from more than 4000 Navy recruiters nationwide.

Besides the honor afforded, Chief McDaniel is assigned to the recruiting district which was nationally ranked "number one" in the nation in successful recruitment for fiscal year 1974. Chief McDaniel's recruiting average has been better than six recruits each month.

In Pharr, Petty Officer McDaniel is involved in Little League baseball; serves as a counselor to the McAllen Boys Club in addition to coaching its football team; and recently established the Alamo Youth Baseball League. A 19-year Navy veteran, Chief McDaniel was a 1st class petty officer when selected and was consequently meritoriously promoted to chief.

Track of

A light breeze carried the scent of spring across the runway at NAS Patuxent as the "Arctic Fox" prepared to take off. This was the runway used by the U. S. Navy's Oceanographic Development Squadron 8 at PaxRiver.

Twenty Navymen and scientists had just climbed into a big orange-and-white oceanographic research aircraft now revving up its engines.

In the cockpit, Lieutenant Commander Henry H. Broderson took over the controls from his second copilot, Lieutenant (jg) Garry G. Sowers. As the aircraft took off, the commander shifted her rudder and, in response, "Fox" dipped her wings — a signal of goodbye to wives and children watching from below.

Operation Birdseye, the mission for ice studies sponsored by the Naval Oceanographic Office, was underway. On that flight it was planned to carry Fox's crew and a group of research scientists to remote ice wastelands seldom visited by men. She was to follow arctic and sub-arctic routes to the top of the world, the

the ARCTIC FOX

North Pole, then home again.

The journey would include a stop at Goose Bay, Labrador, and a flight over the icebergs of Baffin Bay. From Thule, Greenland, the Fox would lift off for the North Pole, then cut across down to Eielson Air Force Base, Alaska.

After a short stopover and a survey flight along the North Slope coast to the edge of the Chukchi Sea, she would return via the Northwest Passage to Greenland.

Already the pilots, crewmen and scientists were preparing for the mission operations.

Doctors Walter L. Whitman and Allen W. Lohanick broke out oceanographic charts and graphs to be used in the ice studies. Dr. M. Allen Beal prepared his movie-recording camera, and Electronics Technician Peter R. Kupstas lined up the laser beam projector. The laser is used as a profiler to measure accurately the height contour of the ice fields. Electronically transferring its readings onto graphs, the laser is capable of defining the smallest rise or ridge in the ice.

Crossing Canada and on the approach into Labrador, the earth below had lost its fresh, green color, taking on grayer hues of a lingering winter. Soon the "ground horizons" surrounding the aircraft were solid white, broken only by an occasional gray-green line of spruce trees.

The aircraft landed at Goose Bay in a light snow which partially obscured the runway. Petty Officer 2nd Class Gary W. Foster swung open the personnel hatch. Around them the snow covered the ground to a depth of several feet in drifts and the only spots of color were the gray-green spruce trees along the borders of the base.

But Fox's crew found themselves quartered in large, clean Royal Canadian Air Force barracks that were more like hotels than barracks. In the warmth of a large dining hall, they enjoyed a meal of steak and kidney pie, herring and other Canadian specialties.

The darkness at Goose Bay was lessened by the strange fluorescent quality of the Aurora Borealis, better known as the northern lights. They seemed to shift across the sky like moving clouds.

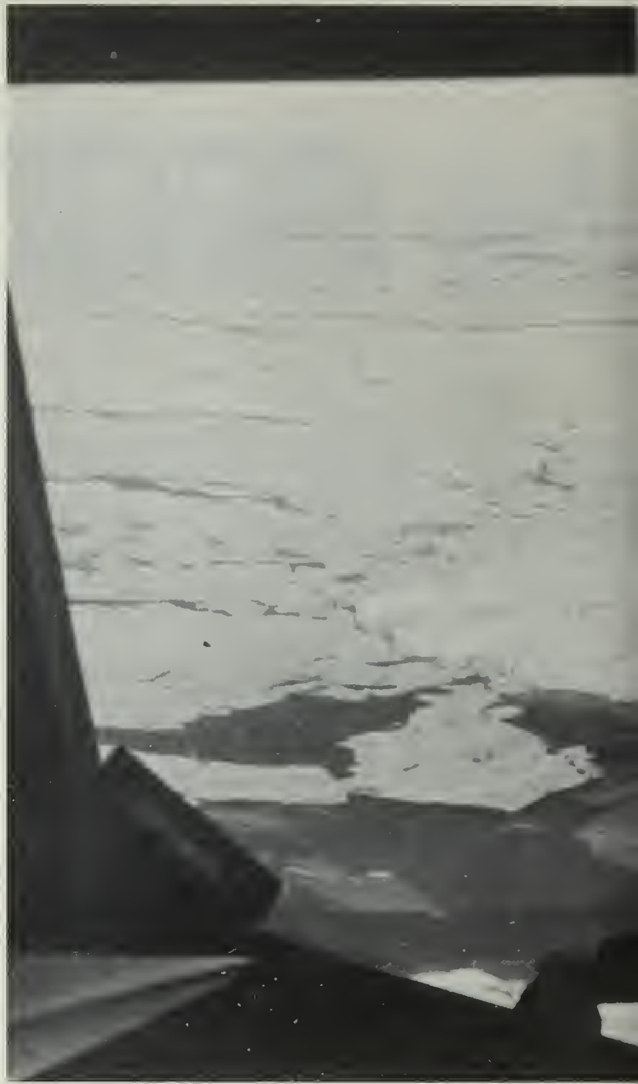
At dawn the following day, Fox took off again, heading toward the icecapped mass of Greenland.

Far left: A real Arctic fox ventures near the squadron's quarters. Center: The aircraft called "Arctic Fox". Above: Crew of the Arctic Fox, who flew the 38,000th accident-free hour while circling the North Pole.

ARCTIC FOX

As the plane soared out into Baffin Bay, the character of the northern sea changed. The ocean, which had been partially covered by ice, now became an ice field. Only occasionally did a watery surface break through in the form of a "polynya" (wide space) or a "lead" (long, narrow break).

The ice averaged about five feet thick on the surface, with mountainous icebergs jutting their ragged edges toward the sky. The ice observers began their survey.



Stationed in the forward cockpit area, they marked, in special cartographic symbology, ice ridges, icebergs and conditions of the ice below.

A wide, white bay located at the end of a huge tabletop formation marked the approach to Thule, Greenland. A rise of cliff and mountainous hillside surrounds Thule except at the Bay point, and gives the air base the appearance of being at the bottom of a bowl. All of it is ice- and snow-covered, an almost-unbroken white. The temperature was 35 degrees below zero and the crew secured the aircraft in double-quick time.

Chief Petty Officer Jack L. McLane led the group to the chow hall where they found a pleasant surprise. The Danish-operated dining hall there offers some of the most delicious and plentiful food anywhere — and the surroundings made it taste even better.

"Meals are one of the major morale factors here," said one of their hosts. "There's really not much else to look forward to unless you enjoy tramping around on ice ridges."

Coming out of the dining hall the crewmen met their aircraft's namesakes. Several arctic foxes, small animals with long, varicolored coats, bushy tails and doglike faces, were searching around the grounds for food scraps. They scattered as the men approached.

"They're wild," said Chief Petty Officer John W. Groves, "but that doesn't keep them from coming aboard the base for an easy meal."

The Fox's crew were quartered in the "Top of the World" barracks, with heavy, icebox-type doors, designed to keep heat in. They settled down for the night — only to find that night never came. For several of the crew this was their first experience of the long arctic daylight. Finally, at 0300, some of the team members ventured outside to photograph the wild foxes in the dim light of the low-lying sun.

Within 15 minutes the cold was seeping through their parkas and boots, and had already hardened on exposed areas of their faces. They pulled the fur-lined hoods of their parkas farther down as they found that even their nasal passages filled with frost.

"Watch out for little white dots on your skin," warned Petty Officer 1st Class Allen T. Meredith. "That's the signal of frostbite." After 20 minutes the men had to return indoors to thaw out.

Lifting out across Greenland Bay on the next step of their journey, they headed deeper into the desolate ice waste, continuing their research work. Dr. Lohaniek huddled over his charts, Pete Kupstas bombarded the ice surface with his laser beam, and Drs. Whitman and Beal made observations on the ice conditions below. The military ice observers rotated from the cockpit to the radar screen in shifts, seeking data and marking their charts.

The purpose of this oceanographic mission was to obtain various kinds of information that could be gathered from the ice wilderness below. Whatever could be translated from that arctic surface to the charts and graphs aboard Fox would be added to the Navy's, and the Nation's, store of oceanographic information. Their immediate application would be to aid in weather research, and to assist in military and commercial ship and aircraft safety services. The information was also to be correlated with that used for research on arctic military operations.

Meanwhile Arctic Fox continued northwards. She made her approach to the Pole at 1700. Nothing was changed on the polar landscape. The windswept ice- and snow-covered emptiness below was marked only by ice ridges created by tremendous pressures. But a feeling of awe swept the aircraft as the men watched through the cockpit and portholes, feeling themselves pulled toward the legendary top of the world.

Far left: Navy oceanographic scientist Dr. M. Allen Beal films ice ridges. Left: Massive iceberg in Baffin Bay. Below: LT Philip Souza II helps observe Baffin Bay.

"We'll go into a turn and circle the Pole," announced Senior Co-pilot Lieutenant Philip E. Souza, II, "to let the scientists get their readings — and also so we can say we've been around the world in 80 seconds."

Fox actually made her flight around the world in less than 80 seconds, then headed south. Later they learned they had flown the oceanographic squadron's 38,000th accident-free hour while circling the Pole.

The next leg of the flight called for a rest stop at Eielson Air Force Base, near Fairbanks, Alaska. Before leaving Alaska, they flew a recon mission to the edge of the Chukchi Sea.

Setting their course northward for a second time, they headed back for a return trip to Greenland. As Arctic Fox flew into a reddening sky, the disk of the sun rose ahead, dimming the crescent moon that still hung in there on their port side. On this return journey, Fox made her way through the famous Northwest Passage, without incident. But as the plane approached Greenland, the weather began to change. A

ARCTIC FOX

light fog rolled over Fox and Thule control reported high winds and blowing snow over the airfield.

Down below the surface of the sea disappeared in the mist and Fox was forced downward to find an opening and reorient herself.

The mountains of Greenland rose suddenly out of the mist. There was also another danger — by flying low Fox ran the unlikely, but possible, risk of skimming into a massive iceberg.

The aircraft grew quiet inside. Only the drone of the engines broke the silence as the Fox flew low over the surface looking for a break in the fog-mist which would permit a landing approach.

Finally the break came. The plane headed into Thule. Ground Control Approach took over and began talking Fox into the field. The plane glided, almost obscured by the blowing snow, toward the landing field.

After two unsuccessful attempts to land at Thule through blowing snow which obscured the field,

Far left: PO2 Eric Snell makes minor field repairs. Left: Runway at Thule. Below: CPO John W. Groves at Thule Air Base.

LCDR Broderson, the aircraft commander, decided to divert to Sondrestrom, Greenland.

Three hours later, in southern Greenland, the weather was clear and the big oceanographic bird touched down with ease at Sondrestrom.

The journey from Greenland to Maryland the next day was uneventful, but busy, with the crew correlating data. Ten days after their trip began, the runways of Patuxent River came into view.

Fox touched down at Pax for the final landing of the flight, without incident. In the hangar area, the families of several crewmembers were waiting.

Fox had brought her Navy crew and scientists home again safely. At Pax, mechanics were already on the job, making all systems ready for that day when she would fly again with her crew of dedicated men — in the never-ending search for knowledge about our world.

— Story and photos by JOC William B. Rozier

NAVY

On the afternoon of 22 Jul 1974, helicopters from the U. S. Sixth Fleet amphibious assault ship USS *Inchon* (LPH 12) began evacuating American citizens from the British base at Dhekelia in southern Cyprus.

Evacuees were flown to a five-ship amphibious group which included USS *Coronado* (LPD 11), USS *Trenton* (LPD 14), USS *Spiegel Grove* (LSD 32) and USS *Saginaw* (LST 1188). The Marine command involved was the 34th Marine Amphibious Unit under Colonel E. H. Arkland and the helicopters belonged to HMM 162. The ships composed Task Force 61, commanded by Commodore M. J. Karlowicz who is also Commander of Amphibious Squadron Eight.

By the end of the four-day evacuation cycle, 498 Americans and 254 other nationals from 24 countries were embarked aboard the ships. *Coronado* had 466 evacuees aboard, shuttled from Dhekelia by the Marine helicopters attached to *Inchon*.

Following initial evacuation at Dhekelia, USS *Trenton*, along with ships and helicopters from the British Royal Navy, proceeded on 24 July to Akrotiri, Cyprus. There, 201 persons were transported from shore to USS *Trenton* using medium landing craft. This evolution took place in rough seas and accompanying high winds.

Once civilian personnel were brought aboard they were rapidly processed for their stay on board ship. Towels, soap, food and a comfortable bed were provided all as soon as they arrived aboard.

Left: Evacuees from Cyprus are landed aboard USS Trenton. Below: Evacuees are shown the way to processing area. Right: Chow time aboard the ship for the evacuees.

TO THE RESCUE

The military personnel went out of their way to make the civilians at home as much as possible. One, Jenerfer Clement of Toledo, Ohio, said, "I don't believe how fast the evacuation of so many people took place. The Marine helicopters with the U. S. flag painted on their sides were the most beautiful sight in the world."

Another evacuee, Peter Z. Allen, PhD, a professor at the University of Rochester, N.Y., has since written Secretary of the Navy J. William Middendorf, II, to express his thanks for the manner in which the amphibious group handled the evacuation. His letter reads:

"Dear Mr. Secretary,

"I am writing you to express my sincere thanks, deep gratitude and appreciation for the role played by the Department of the Navy in its evacuation of American nationals from Cyprus during the recent outbreak of fighting there.

"I was one of five Americans participating along with other foreign nationals in an archaeological summer program of excavation at ancient Salamis, just outside Famagusta. After being trapped for several days in the schoolhouse of Agious Georgios of Salamis, which was caught in the middle of Greek-Turkish crossfire, we were finally rescued and escorted by U. N. (Swedcon) and British forces to the British base at Dhekalia. Minutes after our arrival at Dhekalia base (Monday evening, July 22), American helicopters landed at Dhekalia and evacuated hundreds of Americans to the USS *Coronado*. The speed, efficiency and safety with which this air rescue operation was carried out was truly remarkable.

"Captain E. N. Fenno, commanding officer of the USS *Coronado* and the members of his crew are to be thanked and congratulated for their role in evacuating Americans to safety in Beirut. The behavior of the crew aboard USS *Coronado* was in the highest tradition of the U. S. Navy and merits the greatest praise. The care, concern and attention shown by all the crew of the *Coronado* for the welfare, comfort and safety of each evacuee aboard was truly inspiring and certainly exceeded any requirements of duty.

"I thank God that ships like the USS *Coronado* exist in the U. S. Navy. Their humanitarian mission should serve as a source of pride and gratitude for all Americans. I sincerely hope that my own appreciation and gratitude can be communicated to the captain and crew of the USS *Coronado*."

During evacuation and transit to Lebanon, additional ships of the Sixth Fleet stood by in international waters in the area should the need for additional evacuation arise. Arriving in Beirut, *Coronado* and *Trenton* were met by diplomatic officials who processed the disembarked evacuees and arranged onward transportation.

— Coverage and photos by CDR J. P. Mathews,
PH1 C. Meyer, PH3 J. G. Greco,
PH3 P. Skold, Sgt. S. Patterson,
MM3 Tucker and PH3 Arterberry

A NEW CHAPTER in the Career of

LT Jim Dail, USN

Jim Dail had just spent a year at the university of Texas at Arlington and was looking for a summer job in Fairbanks, Alaska, when he decided to join the Navy. That was some 12 years ago. He said – at that time – he thought "the Navy was a more disciplined organization than the other services in the sense that there was more cohesiveness among the people serving in it." And that's what he was looking for.

After enlisted recruit training at NTC San Diego, he reported to Great Lakes to attend the Electronics Technician School there. However, before ET classes began, he received a SecNav appointment to the Naval Academy and was ordered to the Naval Preparatory School at Bainbridge, Md., for a year's study. While at San Diego, Dail had applied for every officer procurement program available, especially Congressional and SecNav appointments to the Academy.

Dail entered the academy in June 1963 and was graduated four years later with a commission as an ensign and a general engineering degree.

This is the second time that ALL HANDS *has featured an article on LT Jim Dail – the first, "Profile of a Professional," appeared in our February 1971 issue. This does not mean that we are spotlighting a particular career – it is our intent to portray the continuing career of a young naval officer – along with his wife Donna – enabling us to share their views and experience with others.*

In the February 1971 article Dail commented on the demands of one's job as he moves along in a naval career. "It's a job with long, hard hours and lots of responsibility, but it's something that has lots of prestige attached to it."

He set for himself one particular rule to follow: "Once having made the decision to join an organization, a person should live by the rules, but I think that's true of civilian life as well."

He calls his present job in Eta Jima, Japan, "a tremendous challenge," saying as well that he "can see material results" from his work – something that is not always possible in many jobs.

Now, following, is a second look at LT Jim Dail, his wife Donna, the couple's growing son, Brian, and their two-year-old daughter Jennifer. Chief Journalist Tom Thompson reports on the way they've adapted to living in Japan and the challenges Dail faces as an instructor at the Japanese Maritime Self-Defense Force's officer candidate school.

Eta Jima is one of a string of jewel-green islands in the Inland Sea of southern Japan, about 600 miles south of Tokyo. The quiet, smog-free island is home for the Japanese Maritime Self-Defense Force's officer candidate school.

It is also the current duty station of Lieutenant James A. Dail of the U. S. Navy. (→)

Left: LT James A. Dail checks schedule with another instructor. Lower right: LT Dail teaches not only conversational English but also American history and U. S. Navy customs and traditions. Upper right: LT Dail aids student.

Left: The Dails admire their son Brian's performance with chopsticks, which he learned to use when he was three years old.
Lower right: Mrs. Donna Dail in a Japanese market. **Upper right:** Even after two years on Eta Jima, the Dails still meet villagers who find their presence a novelty, inspiring numerous questions.

He and his wife Donna and their two children arrived there some two years ago. LT Dail's assignment was to serve as an instructor on an exchange basis to the corps of cadets learning to become officers in the Japanese Navy.

The 31-year-old lieutenant is the first American naval officer to serve as an instructor at the school, which has a history stretching back to the late 1880's, turning out officers for the Imperial Navy. In a turnabout assignment, the Japanese have one of their naval officers at the U. S. Naval Academy at Annapolis, Md.

How are the Dails enjoying this unusual tour? All you need to do is to take a look at the pictures on these and the preceding pages.

After nearly two years on Eta Jima, the couple claims a degree of happiness matched only by a seabag-sized appetite for seaweed and raw fish.

"At first we were worried about how we would fit into a totally Japanese environment," LT Dail recalled one evening in his home on the base, "but we were warmly received and made to feel at home right from the first day."

Mrs. Dail was more concerned than her husband. "I wasn't quite the worldwide traveler that Jim was," she said. A 1965 graduate of Paschal High School in Fort Worth, she was a student at Texas Tech when she met and married her husband. Although he is a junior officer, Dail's home is in a housing area normally reserved for senior Japanese officers. The location was selected by the school's superintendent before the Dails arrived. It's a spacious three-bedroom house built by the Australian Army when it occupied the island along with American forces after World War II.

"I can't say we would have preferred a Japanese-style house, because they get rather chilly in the winter," the lieutenant confessed. "But even so, when we stepped off the ferry at Eta Jima, we were prepared to adapt as much as possible to the Japanese life style."

So far, Jim and Donna, and their children have done surprisingly well.

Their meals are just as apt to be Japanese-style — perhaps noodles, rice, seaweed, a spicy pickle and fish — as steak or hamburger. And conversation around the dinner table is often as much Japanese as it is English.

LT Dail, who studied French at the Naval Academy, took a 36-week course in Japanese before leaving the U. S. Donna had about a month's formal instruction and has learned more of the language from her Japanese friends.

Brian is the fluent member of the family. He learned from his Japanese playmates and is just as comfortable speaking Japanese as English.

"But he speaks with an Eta Jima accent," LT Dail pointed out (that's somewhat like a Japanese learning to speak English with a Texas accent).

Speaking the language is a necessity for the Dail family. On the job, LT Dail must converse in Japanese with fellow officers and the three Japanese instructors in the English department. And Japanese is the only language understood by the shopkeepers in the small town outside the base where Donna does her shopping.

"We're isolated from other Americans in Japan, but we prefer it that way," Donna said. "It forces us to improve our Japanese."

The nearest big American base is the U. S. Marine Corps Air Station at Iwakuni, about three hours from Eta Jima by ferry and car. The lieutenant limits his visits to the base to about two a month, when he gets paid and buys food staples and meat.

LT Dail is the only native English speaker in the school. He works under a Japanese civilian who heads the English department; another instructor is also a civilian, and one is a Japanese naval officer.

Of the 450 students attending the officer candidate school each year, most will take English lessons from LT Dail. Students spend only one year at the school, but most have a working knowledge of English grammar, a mandatory subject in Japanese public schools. LT Dail's classes emphasize conversational English; occasionally he will also teach American history and U. S. naval customs and traditions.

Donna teaches English, too, but on a less formal basis. Her students are the wives of officers living on the base. She is also engaged in a one-woman effort to introduce western cooking to the area.

"Unfortunately, it's easier for me to learn Japanese cooking from the wives," Donna said. "Western food is difficult to obtain and expensive."

Donna makes up for it, though, when guests are invited to her home for dinner. Then, delicate Japanese dishes and bowls and lacquered trays are put away in favor of a "Texas-style" feast featuring barbecued steaks.

"We discovered shortly after we arrived that what our Japanese friends want to experience is an American meal cooked by an American housewife," Donna said.

Adapting to Japanese surroundings, making friends and feeling "more free than isolated" on Eta Jima have come easily to the Dails. It was easier than he thought it would be back when he was the weapons officer on the guided missile escort USS *Talbot*, first mulling over whether to volunteer for this assignment.

The Dails attribute part of the smooth transition into a near-total Japanese environment to their Japanese friends. Donna, in particular, had done little traveling before coming to Japan.

On the other hand, her husband recalls memories of Japan in the late 1950s when he was living near Tokyo. His stepfather, William C. Parker, was an Air Force sergeant then, assigned to an air base. Since retired, he and Dail's mother, Pauline, live in Irving, Tex.

Occasionally Dail feels an urge to be back with his own Navy, which is not an unusual feeling for a dedicated career officer who has spent a share of his career at sea aboard USS *Talbot* and the nuclear-powered guided missile frigate USS *Bainbridge*.

"Still, the job here offers a tremendous challenge," the lieutenant said. "I can see material results from my work, and that's not always possible in many jobs.

By volunteering for the Eta Jima job, LT Dail has helped shape a naval career that will likely include duty that will draw from his experience in the Orient. He has joined a handful of U. S. Naval officers intimately acquainted with the Japanese people and their navy. Future assignments could possibly bring the Dails back to Japan, a prospect to which they look forward.

But, thoughts of returning to Japan are somewhat distant at the moment. The Dails are now looking toward their departure sometime early next year. Probably they will return to the U. S., where the lieutenant will be assigned to a ship or perhaps attend a Navy school or even be allowed to do some postgraduate work.

And what's first on the list of things to do in the U. S. for a family that's been in Japan for more than two years? That's easy.

"We're going to a Japanese restaurant in Dallas and order a meal in Japanese."

— Story and photos by JOC Tom Thompson

U.S.- JAPANESE

MIDSHIPMAN EXCHANGE

It was a week of action-packed excitement for 23 U. S. Naval Reserve Officer Training Corps midshipmen who participated in a U. S.-Japan goodwill orientation cruise this summer.

The adventure for the U. S. midshipmen began on a Sunday afternoon when they arrived at the Japanese Maritime Self Defense Force (JMSDF) officer candidate school on the island of Eta Jima.

After meeting their hosts, each American midshipman was paired off with a Japanese officer candidate. During their three-day stay at the school, the midshipmen and their Japanese partners toured the Imperial Japanese Naval Museum, climbed the 1200-foot Mt. Furutaka, and witnessed exhibitions of the Japanese martial arts of judo, kendo (swordfighting), karate, and syorenji-kenpo (a style of fighting similar to and sometimes confused with kung fu).

They were then the honored guests at a special reception and tea ceremony sponsored by the school's officials. Also during their stay, the middies visited nearby island resorts and a series of gardens and castles.

The morning of their departure, the American midshipmen received a cap-waving sayonara, and the school's superintendent presented them with certificates proclaiming them as honorary Japanese cadets.

Then the U. S. midshipmen and Japanese cadets boarded three U. S. ships and three Japanese destroyers for a trip to the U. S. naval base at Yokosuka, 40 miles south of Tokyo. While at sea, they split up

into small groups of U. S. and JMSDF midshipmen aboard each ship.

Underway, they devoted most of their time to exercises and drills which included communications, highline transfer, conning and tactical problems. They also had ample opportunity for sightseeing as the ships passed through many beautiful straits during the voyage.

On arrival at Yokosuka, the U. S. midshipmen were assigned to other U. S. Seventh Fleet ships for the duration of their summer training. They departed from Japanese shores with a real appreciation of the welcome they had received and the friendliness of the Japanese officers, enlisted men and cadets.

Above left: Two midshipmen, exchanging views and headgear. Left: A karate demonstration for American midshipmen. Above: Midshipmen at the Imperial Japanese Naval Museum on Etajima Island. Upper right: Japanese cadet demonstrates ancient art of tea ceremony. Right: Japan Defense Ship Asagumo.

OPERATION 'USS DIXIE CUP'

The training of Naval Reservists is an important activity, contributing to the country's overall defense posture. With the reduction of active duty military personnel the readiness of Reserve forces takes on even greater importance. The Naval Reserve Center in Worcester, Mass., recently conducted a competitive readiness training exercise involving all hands. Result was a practical, exciting exercise where over 100 Reservists either used skills learned on active duty or had an opportunity to learn new ones.

On a bright Sunday afternoon members of Naval Reserve Surface Divisions 1-31 (M) and 1-32(M) gathered at the modern brick center overlooking Lake Quinsigamond to carry out an unusual training exercise.

When the words, "Now station the special sea and anchor detail," were passed by Lieutenant George E. Vogel, USNR, officer of the deck, all hands readied themselves for getting underway.

They were sailing in (and around) 'USS *Dixie Cup*.' This is an exact replica of a ship's compartment constructed completely at the center. Men were able to engage in exercises such as personnel evacuation, boat lowering, fire drills and flooding and shoring. '*Dixie Cup*' — now in her third year of operation — was christened by then Assistant SecNav James Johnson after she had been dismantled in Newport, R. I., and reassembled in Worcester, Mass.

In addition to the excellent training the initial construction provided, '*Dixie Cup*' continues to be a major part of damage control training.

For a period of some hours the Reserve Center captured the sounds, the sights, and even some of the smells of a destroyer steaming to a rendezvous point in mid-Atlantic. In any one of the center's spaces an observer might think he was aboard one of the destroyers actually used for training Reservists.

(Once each quarter, the Worcester Reservists travel to Fall River, Mass., and train aboard USS *Newman K. Perry* (DD 883), USS *Holder* (DD 819), or USS *Damato* (DD 871). One surface division designated as "DD" recently cruised aboard USS *Charles P. Cecil* (DD 835) out of New London, Conn.)

One of the men largely responsible for the direction and supervision of the practical application and consequences of the exercise was Chief Hull Maintenance Technician Jose P. Santos, who coordinated the damage control efforts, spent weeks working with men of both Reserve units and prepared them for whatever "casualties" might be sustained.

One thing was certain — there was plenty of action. '*Dixie Cup*' did sustain heavy "damage," and the drills conducted ranged from a highlining evolution to pipe patching.

Providing realistic training, in addition to '*Dixie Cup*,' was the First Naval District's mobile damage control van, a truck fitted with airtight compartments like those found aboard ship. Men had to rig emergency power lines in darkened, smoke-filled compartments, using their OBAs (Oxygen Breathing

Far left: Support personnel review administrative aspects of exercise. Left: Engine order telegraph is manned in bridge mock-up. Above: A highline is rigged from "USS Dixie Cup." Upper right: Manning the throttle board in engineering. Lower right: (L to R) LCDR Richard B. Newbert, CDR William C. Kelley, Jr., and LT Arthur Schultz, Jr.

Apparatus). The men were observed and evaluated on all aspects of this exercise.

For Lieutenant Arthur V. Schultz, Jr., CO of the Reserve Center since March, the exercise was an important one because it was the first major operation since he took command.

Three Naval Reservists learning new skills were women attached to Surface Division 1-32(M). In the dimly lighted Combat Information Center, Storekeeper 1st Class Edith Swartz, USNR, listened for coordinates of a target to enter into her log. "I like working out of my rate," she said as she stepped back from the plotting table. "Women don't sit behind a desk on a ship! Why should we here?" Petty Officer Swartz added that she hopes her next two-week training duty will be in CIC aboard a real ship.

As *'Dixie Cup'* was pulling alongside an oiler to take on fuel and transfer an injured radarman, an enemy submarine was sighted and emergency breakaway procedures were employed. On the bridge the OOD was giving orders to helmsman Carol Leblanc, USNR. (She's actually an HM3.)

"Come right to course 170, Aye, Sir," and the wheel spun in the desired direction. She later commented that her husband and father-in-law were both members of the same unit and they were proud to be a Naval Reserve family. LT Schultz remarked that Petty Officer Leblanc had scored a perfect 4.0 on the recent advancement exam. "This is a first, at least hereabouts, and no one can remember a 4.0 being scored in the past," he said.

Commander Marshall W. Greene, USNR, CO of one division, led the way into sonar for a look at the ASW exercise. Hospital Corpsman 3rd Class Nancy Paradise was intent on following and interpreting blips on a green lighted screen. "We're tracking the submarine closely," she said. She had no difficulty convincing those working with her when she remarked, "This work is really exciting." When she completed three years of active duty Nancy signed up for one year in the Reserves. "Next time I'll sign up for 24 months."

Commander William C. Kelley, Jr., USNR, group commander and senior evaluator of the exercise offered his comgratulations to all hands. "This operation was a new and complex exercise — I consider it a real success." He added, "the active duty support personnel provided guidance and encouragement throughout the entire exercise."

The exercise was the brainchild of Lieutenant Commander Richard B. Newbert, USNR, operations officer of the group command staff. He praised the training he received at the Naval War College, saying, "It was a tremendous assist in planning and executing this operation. This was an ambitious exercise involving multiple shipboard evolutions under conditions of stress."

The operation can be changed slightly and used for additional training of personnel. The drill may be effectively conducted with a small number of people, but can also employ virtually any number. It also allows for a restricted time frame. The whole game can be played out in approximately two hours. The fact that two separate units were able to use the plan in a single day attests to its suitability for Reserve training, supplementing and complementing that received aboard ships of the Fleet.

— Story by LCDR Daniel J. Moynihan, Jr., USNR and
JO3 Michael Reidy, USNR.
— Photos by LCDR Moynihan

USS Reclaimer Lives Up To Her Name

"42 CAN DO!"

She's a stubby little old lady in gray whose weather-beaten brow and wrinkled form show the effects of toiling in King Neptune's domain.

But looks can be deceiving. Underneath her aged, salty exterior are a spunky spirit and an iron will that make her the pride of the salvage Navy. This 28-year-old, pint-sized rough'n'ready gal is the rescue and salvage ship USS *Reclaimer* (ARS 42).

"*Reclaimer* may not look like very much when you compare her with some ships in the Navy, but she's got a mission that's unique among all ships, and we're proud of the job she does," says Lieutenant Commander Sam J. Caruso, ex-chief gunner's mate and current *Reclaimer* skipper.

Commissioned in December 1945, *Reclaimer* and her seven sister ships in the Pacific Fleet Service Force have ranged the entire Pacific Ocean. From her Pearl Harbor home port, *Reclaimer* often goes unnoticed and unheralded, but the services she performs are vital. She's a friend, indeed, to anyone sending out an SOS and often becomes the unsung heroine in sea dramas that are usually only witnessed by victims.

Although just 213 feet in length, this little ship is outfitted to accomplish big tasks — salvage, repair and towing ships which are battle damaged, beached or abandoned at sea. She can also retrieve (as her name implies) various ships, craft and material from beneath the sea, and is capable of conducting major diving operations to 180-foot depths and lifting submerged objects up to 150 tons deadweight.

Powered by four 1000-hoursepower diesel engines, *Reclaimer* can even tow aircraft carriers. She carries eight sets of special pulling rigs called "beach gear," which, combined with her engines, can exert up to 570 tons pull to refloat a grounded ship. The salvage "queen" also has portable, large volume water pumps and air compressors used to control flooding or clear flooded compartments of damaged ship. Underwater welding equipment is also part of her salvage.

Her versatility enables *Reclaimer* to tackle a variety of other assignments: underwater surveys, hull inspections, underwater repair chores such as patching, search and rescue missions, cargo transfers, ordnance disposal and firefighting at sea.

A kind of girl Friday on the high seas, *Reclaimer's* motto is "42 Can Do."

"We can do most anything," Seaman Jack J. Parker, Jr., boasts of *Reclaimer* and his shipmates. "There are times I think we work an eight-day week, but we've got the morale to do any job we're assigned."

All the impressive gear and equipment aboard *Reclaimer* would be of little value if there were no men around with the know-how and expertise to put it to good use.

It takes a special breed of sailor to make things click in *Reclaimer*. The salvage sailor has to be skilled in all aspects of seamanship, quick-witted, intelligent, ingenious, hearty, persevering, long on muscle and sure enough of himself to accept any challenge. *Reclaimer's* crew is this, and much more. Her 77 enlisted men and six officers are a rugged, accomplished group who have many years of training and experience in the salvage Navy. Skilled technicians — led by boatswain's mates, welders, engineers and divers — they have pitted the tricks of their trade against King Neptune at all hours of the day and night under all conditions — and have emerged a winning team.

"It's not a one-man operation in *Reclaimer*; it takes teamwork," Boatswain's Mate Ron Weissmann explained. "But, even so, you have to be able to pull your own load — you can't depend on anyone else to do your share of the work."

LCDR Caruso, the blond, bearded CO, added: "Salvage operations are an all hands evolution and every man in *Reclaimer* does his share — the officers and chiefs are on deck hauling line or even in the water during diving operations. It's quite a sight to see what a bunch of men can do when they work together."

Like the diverse jobs *Reclaimer* is equipped to handle, her men are versatile "jacks-of-all-trades." Eighteen of the crew, in addition to their regular shipboard duties, are qualified in deep-sea, scuba and shallow water diving.

It is not unusual for *Reclaimer* crewmen, who have been working in the confines of the engineroom, to stand watches on the bridge, weld or chip paint or to be called to the fantail to don diving gear for a plunge to Davy Jones' locker.

"The movies have stereotyped divers in the John Wayne image," notes Chief Petty Officer Judson Murdock, a hull technician and *Reclaimer's* master diver. "You don't have to be a John Wayne type to be a diver. I've seen skinny, heavy, tall and small divers, but I don't recall seeing very many divers that fit the John Wayne image.

"A diver does need to be intelligent, however, determined and able to work alone. This is what we want," he said, pointing to a sign on the door of *Reclaimer's* diving locker:

"We need divers who can produce, not divers who can explain why they didn't."

Below it is another sign reflecting the spirit of the crew: "We don't try harder, we flat do it!"

The efforts of *Reclaimer's* crew have not gone unnoticed. They were awarded a coveted Meritorious Unit Commendation by the Secretary of the Navy for their combat salvage work during their 1972 deployment to the western Pacific. Altogether the crew chalked up 19 successful combat salvage operations as the U. S. involvement in the Vietnam era was ending. This was the most combat salvage work performed during any one deployment of the conflict by any ARS. In fact, it's believed to be the most combat salvage work in one deployment by any ARS since World War II.

The *Reclaimer* crew was also presented the first annual "Square Knot" award this past year, which is symbolic of the most outstanding seamanship displayed by any crew in ships of Service Squadron Five.

At an age when many of her big cousin ships of the Pacific Fleet are on their twilight voyages toward retirement and mothballs, the amazing *Reclaimer* just keeps on truckin'.

— Story and photos by JO1 Mike McGougan

Above: USS Reclaimer (ARS 42). Below: A barnacle-covered electronic recording device collecting oceanographic data is hoisted aboard Reclaimer from ocean depths. Right: A hard-hat, deep-sea diver prepares for work in water 180 feet deep.

USS IWO JIMA (LPH 2)

Liberty in EGYPT

"Liberty call!" These are two words guaranteed to arouse the wanderlust of any seagoing sailor, especially when it's in some area of the world he's never seen.

Such was the opportunity offered to the crew of the amphibious assault ship USS *Iwo Jima* (LPH 2), while she lay at anchor off Port Said, Egypt, at the northern end of the Suez Canal.

Iwo had first anchored in the eastern Mediterranean early on the morning of 22 April to prepare for operations *Nimbus Star* and *Nimbus Moon*, the joint Egyptian-American-British efforts to clear the Suez Canal of any mines or other unexploded ordnance which may have been placed there since the waterway was closed to shipping in 1967.

Among *Iwo's* crew there was a lot of speculation about what the land of the Pharaohs would be like. They had viewed Port Said and the coastline of Egypt from six miles out for several days, but few had been closer.

"What are the Egyptians like?" "Do they all wear those headdresses and robes and drive camels?" "What do they think of Americans?" "Can you get any souvenirs?"

These questions and seemingly hundreds more were being asked of the few people onboard who had either been among the first contingent of Americans to enter Cairo in early April to set up canal operations, or had gone ashore as pilots or members of aircrews of the embarked helicopters.

"They're extremely friendly." "They wear all kinds of different clothes, and they seem to be really happy that the Americans are here." "Yes, there are plenty of souvenirs and the prices are reasonable, but the shop owners expect you to bargain — and to bargain hard." "Basically, it's a lot of fun and a whole new experience."

And so, liberty call finally went down for the first tour group of 80 *Iwo Jima* sailors and marines on Friday, 3 May. The historic Nile River beckoned the young men from a faraway land, almost as it had the ancient Romans and Greeks. The Americans were both enthusiastic and perhaps a little apprehensive as

Facing page: Iwo Jima sailors, one decked out in Arab headdress, ride camels among the pharaoh's pyramids. Above: An Egyptian vendor attempts to peddle riding crops to sailors on the bus. Above right: View of the ancient pyramids and the Sphinx at Giza. Below: Navymen browse in a well-stocked Cairo gift shop.

they boarded helicopters to be shuttled from the ship to Port Said. From there, they went by tour bus along the edge of the canal to the former resort city of Ismailia, and then turned southwest and pressed on across the western desert into central Egypt and its capital city of Cairo.

The bus ride was long, hot and dusty, and many of the vestiges of war were visible along the way, but the trip didn't dampen the spirits of the *Iwo* men. They realized they were among the first Americans in seven years to be guests in this country, where the heartbeat of civilization began thousands of years ago.

When the buses finally stopped at the historic Pyramids, the sailors and marines were caught up in an acute awareness of the fact that they were in the presence of one of the legendary Seven Wonders of the Ancient World.

The mystique of the ancient and the reality of the contemporary were pulled together quickly though, as the Americans were met by swarms of vendors and concessionaires, all hawking their wares in loud, frantic voices and a mixture of languages. The sailors and marines were suddenly in a press of humanity and free enterprise as the merchants, long experienced at dealing with tourists, turned out in force to greet them.

Following a flurry of camel rides, picture-taking, and tours of the Pyramids and nearby Sphinx, the Americans visited the national museum and scoured

the streets and shops of Cairo, looking, haggling, buying and studying. They found bargains on a number of different products — perfumes, jewelry, cloth, alabaster, and various other carved, stuffed or glued souvenirs of their one-day sojourn in Cairo and central Egypt.

All too soon, though, it was over, and the intrepid tourists had to be rounded up to re-board their buses and start back to the ship.

Big, broad American smiles were visible through the buses' windows as the sounds of "Shukran," Egyptian for "Thank you," were mixed with "Look at this!" or "How much did that cost you?" — all spoken over the roar of the diesel engine and the last-minute bargaining with vendors beside the buses.

While the trip back to Port Said retraced that morning's route, it didn't seem to take as long. Even though they had gone through a whirlwind one-day tour, and had been driven at least 200 miles round-trip, the sailors and marines of *Iwo Jima* were anxious to get back to the ship and tell their shipmates what this "new" country was really like. It had been a special liberty — one they would remember for a long time, perhaps forever. And their future shipmates, or children, or even grandchildren, would be able to listen to a tale beginning . . . "When I was in Egypt . . . ".

— Story by JO2 James E. Helsey
— Photos by ENS Phillip Johnson, USNR

LOOK AHEAD !

YOUR SECOND CAREER

- IT TAKES PLANNING

If you're about to complete 20 years of service and are thinking about retiring — don't make a move until you've researched the idea thoroughly.

Too many approach the 19 and six landmark unprepared, with little, if any, idea of what's beyond the horizon on the outside.

First of all, let's face a few initial, fundamental facts. If you're a topnotch performer, supervisor or manager, the Navy doesn't want you to retire on 19 and six or even 20-plus years although the opportunity is available to you. By reaching any one of these levels, you have demonstrated your worth in the organization, and the Navy recognizes that you possess valuable experience. In other words, you have far from outgrown your full potential to the Navy because you have completed 20 years. In many respects, some of that extra usefulness is even more valuable.

Not long ago the Navy expressed concern over the increase in the number of requests from senior petty officers asking to be transferred to the Fleet Reserve.

What is equally a matter of concern to the Navy is that a sizable group of Navy people seem to be leaving active duty totally unprepared for their futures in retirement or the Fleet Reserve. Retirement is a very important step in one's life and requires a multitude of considerations, whether an individual is retiring on 20 or 30. It can be a new life — offering fun, zest, and more relaxation. It can also be a headache, consisting of equal parts of stress, strain and boredom.

How do you go about making a second career?

There are two ways: through planning — or the lack of it (often a spur-of-the-moment decision). No doubt there are some among all those who hastened to submit requests for transfer to the Fleet Reserve who fall within the latter category. At one time you may have entertained the idea of serving for 30, but due to incomplete research or knowledge of the facts, you suddenly hit the button. When the Navy has obliged, off you go, with dated papers in hand — no course plotted beyond the piping over the side ceremony. You may or may not have a job lined up, and if you do, is it the right one, the best one?

Now take a look at your shipmate who went about it the right way.

Ideally, back when he was approaching his 18th anniversary in the Navy, or even a couple of years earlier, he would have planned on the possibility that he just might retire on 19 and six. During that time span of two years or more he would have examined himself and made some preliminary decisions as to what he wanted out of a second career. He could have begun by reviewing his experiences and establishing some employment objectives — a game plan revealing both his sociological and psychological needs. Afterward, he would have been conditioned to set out confidently to satisfy those needs.

Although the Navy is interested in retaining you beyond 19 and six or 20 years, it is equally concerned that should you decide to retire, you do it properly. Among your first considerations must be an attempt to condition yourself for the social and psychological shock that comes from breaking out of one type of society where the rules and the paths ahead are well defined, into the expanse of the civilian domain. Don't expect this particular transition to happen overnight. it may take weeks, months, even longer to adjust to the civilian mainstream.

Another primary consideration is getting to know yourself, especially if your second career includes finding a job. Too often the Navyman undersells his talents or , even worse, his potential. If you've climbed the promotion ladder to the senior PO or officer ranks, you've displayed not only talent but also potential. All that's necessary is to examine your career and look for those areas which strongly support your employment aims in civilian life. The greatest pitfall is thinking that because you spent 20 years as a signalman the only job open to you on the outside is that of a construction flagman. Aside from the experience gained from your primary Navy occupation, the experiences gained as a supervisor or midlevel manager or manager are probably even more important in the eyes of an employer.

The secret is to get to know yourself and what you offer.

One of the more difficult factors to recognize and face up to is the anxiety one feels when he's about to leave the Navy. Once you head into unfamiliar waters, you may feel a real sense of loss after having enjoyed the satisfactions that Navy life has offered. Students of psychology say this is normal, that it should be expected and especially planned for. A positive outlook would be to consider yourself a "will be," not a "has been."

Now, just exactly what do you want? If it's a job, then at this point you must refine your employment objectives. Chances are if you've been a success in the Navy, your self-actualization drive will be just as strong; you will seek satisfaction of achievement.

There is a retired Navy chief signalman who has a position with a state rural employment program. He advises, first of all, "The job in civilian industry doesn't exist that lets a person collect a sizable paycheck unless he's prepared to offer what he's worth in the way of manpower or brain power, or both. Adaptability counts too."

Then he proceeds to cite the case of a retired senior chief commissaryman whom he helped place in a managerial position for a chain of doughnut shops. The retired commissaryman lasted only three days. His complaint? He had to put in long working hours on an intermittent basis.

Our retired placement chief said, "As any good officer or chief or leading petty officer knows, it takes more than an eight-hour day sometimes in order to get the job done."

The chief signalman who became a personnel manager gained the experience necessary for his job by serving as a Navy career counselor, a prime example of second career planning put to effective use by an individual whose equivalent Navy occupation (signalman) is nonexistent in civilian life.

There are a number of other questions you should ask yourself. Where do you want to live? Perhaps that question should be stated in a different way: "Where is the best area to make your future home?" Keep in mind that you will have certain retirement benefits available, such as medical facilities and commissary and exchange privileges. This may be an influencing factor in selecting a retirement site no matter what you expect to do in a second career. Also, take into consideration the cost of living of various areas. Where you *want* to live may be impractical, considering your ultimate income.

Chief among the initial questions is "Do you want to travel?" Here again, the keynote is planning.

The next question you should ask (if a second career is in your future) is "Who wants you?" Here's where you really go to work.

First, a good way to begin is by listing potential occupations based on your own knowledge. Check them with people who know you, to see if they agree with your choices. If you find that your list is not broad enough, prepare another from major sectors, such as:

- Federal, state and local government.

(→)

- Big business.
- Small businesses, including the relatively new field of franchising.
- Agriculture.
- Public service institutions, such as hospitals.
- Education and educational services.

If you've ever thought seriously about starting your own business, now might be the time. The Office of Marketing, U. S. Department of Commerce, publishes a "Marketing Information Guide" to assist in making sound decisions. You may also get assistance from the Small Business Administration.

Add to your list these sources:

- The Occupational Outlook Handbook and Occupational Outlook Quarterly.
- The Encyclopedia of Associations.
- The U. S. Industrial Outlook.

All of these should be available at your local library.

Another source for obtaining information on major employers in a particular locality is the chamber of commerce in that area. It can provide information on firm expansions and manpower requirements related to your specific interests. Local banks and brokerage houses often provide financial reports that give similar indications. Once you have a geographic preference, subscribe, on a short-term basis, to one or more of the local newspapers and study the employment picture, together with the socioeconomic atmosphere of the area.

Now, you will be able to weigh your skills and talents against what's available. This brings us to the final phase of your second career planning, that point where you must negotiate for employment, usually beginning with a resume.

You might conside this an unnecessary amount of paperwork. However, the resume could prove to be of great value. It serves as a means by which you introduce your talents to a prospective employer. The resume is usually only one page, never more than two. Toughest part may be setting it down in a language other than "governmentese." It should be easy to understand, attractive and have an interesting format. This, you will discover, may require some outside assistance — cramming 20 years into two pages. Afterwards, it's a good practice to have someone other than your wife read over the resume for clarity and completeness.

Your local library has a number of sources on resume preparation and the value of job application letters. Keep in mind that the resume is, in a way, your calling card of experience. Present it properly and your chances of being interviewed further are better.

Go prepared! Even though you're not sure what the interviewer will ask, you can prepare for the interview. Research shows that the interviewee who has done his homework and knows as much as possible about the target company is far better equipped to answer company-related and industry-related questions.

Be especially prepared to answer such opening questions as:

- What can I do for you?
- Tell me about yourself.
- Why are you interested in this company?

Let's take a closer look at these areas, because they

are exceptionally important to the success of an interview.

What can I do for you? — This question allows you to set your course toward a job in some particular operation of the company. It also offers an approach as to what level you might be seeking beyond the job for which you are applying.

When the interviewer asks you to talk about yourself, try to convey those things you think he needs to know, including a brief rundown of your experiences and interests. Try to include some subjects that might relate to his operations; he'll know then that you've done some research on your own. Show how your skills and experiences can contribute to the company. Demonstrate you have researched the company and know how you can fit into the organization. Stay away from military subjects, unless they are pertinent to the job. Talk about the future, your future, Give the impression that you are eager to use your past in developing a sound future while helping his company.

All this only touches briefly upon factors you should consider in second career planning whether you hang up your blues after 19 and six or after 30 years of naval service. Whichever, taking that first step into civilian life is like opening the book on a brand-new life.

Retirement Planning Publications

There are a number of Department of Defense (DOD) and Navy published pamphlets, booklets and guides that can aid you in preparing to retire or launch a second career. Among the best for second-career planning, is "Target: Tomorrow," available through command career counselors.

Another employment preparation pub is "Your New Career — Planning for Retirement" (NavPers 15895 series).

Presently under revision is the "Navy Guide for Retired Personnel and Their Families" (NavPers 15891 series). This comprehensive handbook contains answers to most of the questions that arise after retirement or transfer to the Fleet Reserve. Included is detailed information on service records, retired or retainer pay, medical care, use of facilities, rights, benefits, provileges and restrictions. The newest edition should be available later this year.

ALL HANDS' Rights and Benefits issue (Reprint: NavPers 15885-C, 1972) also contains information useful to retirees. However, be sure to check with your personnel officer on any material you believe may need updating.

"A Reference Guide to Employment Activities of Retired Naval Personnel" (NavSo P-1778) includes a compilation and discussion of the more pertinent statutes, rulings, decisions, opinions and regulations concerning the Dual Compensation Act of 1964 — the so-called Conflict of Interest Laws. Copies may be obtained by writing to the Department of the Navy, Office of the Judge Advocate General, Administrative Law Division (Finance Branch), Washington, D. C. 20370.

For assistance in obtaining copies of the other publications, check with your career counselor or personnel officer.

A Look at a Successful Second Career

Harbor Pilot, USN, Retired

Times have changed since Mark Twain wrote of his adventures as a Mississippi River pilot. Ships the size of aircraft carriers now enter ports that are more complex. But one thing has remained the same. To bring in a ship, it still takes the exacting skill of a professional who knows every inch of the harbor.

Such a man is Captain Urban K. Mills, a retired Navy senior chief boatswain's mate, one of only four harbor pilots in San Diego. He's been in the business for 24 years, during which time he says he's moved carriers in and out of Pacific ports some 800 times.

His career as a harbor pilot began in 1950 when he was stationed in Yokosuka, Japan, during the Korean conflict. Because of his extensive background in shiphandling, he was one of four Navymen chosen to serve in the enlisted pilots' program in Yokosuka. From there he also was assigned to move ships at Pearl Harbor, Midway Island, and Mare Island Naval Shipyard at Vallejo, Calif., where he was harbor master until his retirement from the Navy in 1960.

"We used to move tugs and various types of ships 70 miles up the San Joaquin River, from San Francisco to Stockton," he recalls. "San Francisco is probably one of the toughest ports in the world in which to move ships. Because of the fog and tides, it takes an extreme alertness and more care than anywhere else."

In 1956, the military pilots' program was discontinued. Says Mills, "The job is not something you just pick up overnight or even get in school. It takes many years to learn to be a harbor pilot and the only way is through practical experience."

The retired chief boatswain's mate spent five years in New Zealand and one year aboard a Scripp's Institute of Oceanography research ship as ship's boatswain before he was hired as a harbor pilot by the San Diego Port Commission in 1971.

"I had my application in for five years before I was selected," says Mills, "There was quite a waiting list."

In the meantime, CAPT Mills worked at obtaining a harbor pilot's license. It takes at least two years of practical experience in moving ships in and out of a certain harbor to become licensed, and the regulations require at least 60 trips in, and 60 trips out of the San Diego harbor. Fifty per cent of those trips have to be made in darkness and not more than 20 per cent of them made during the three months before exam time. Additionally, the harbor pilot hopeful must take an exam for each type of craft he will be operating from, and for each type of waterway involved in the job. Pilots are now reexamined and relicensed by the Coast Guard every five years.

Mills is licensed to operate military, civilian and commercial craft in San Diego Harbor, but because of her sheer size and bulk, handling an aircraft carrier poses the biggest challenge.

"When I board the ship, the captain relinquishes full control of his vessel to me," he says. "He reports to me that the engines are ready to answer all bells, how many generators and boilers are on the line, what lines are singled up and what time he expects the gangway to come aboard. When he says, 'I'm ready to go when you are,' I take it from there."

According to Mills, no course is ever final. "It calls for a continuous series of corrections." He uses compasses and radar from the bridge when guiding the ship, keeping his eyes on the waterway and landmarks. He communicates with tugs that help move the ship via a two-way radio. The tugmaster responds, sometimes with whistle signals.

"Tugs take no initiative of their own," says the pilot.

Far left: CAPT Mills watches the progress of carrier as it leaves San Diego Harbor. Left; CAPT Mills carries his two-way radio to communicate with tugs. Above: The harbor pilot steps from tugboat USS Mishawaka on arrival at NAS North Island to pilot USS Constellation out of Harbor.

"I give them directions on which way to tow and how much power I want them to use so I can keep the ship lined up. They continually keep me advised from their end. When I'm pulling into port, the dockmaster advises me about our distance from the dock. You just can't see it for yourself from the bridge of a carrier."

Weather conditions and darkness sometimes offer special challenges. When the skies are overcast, or he's out of sight of land, CAPT Mills must often rely on "dead reckoning" to safely move his vessel. (Dead reckoning is traveling from point A to point B without visual aids to navigation or being able to determine a ship's position by starsight. A particular course must be steered at a certain speed and at the end of a given period, point B should be reached, or be very nearly in sight).

Entrance range markers, located at the south end of Shelter Island, at times prove invaluable to a San Diego pilot.

"They're good to use at night," comments Mills, "because sometimes you can't see anything except those markers. As long as you keep them lined up, regardless of anything else, you'll be in the middle of the entering channel. Once you get off the range, you can no longer see them — they're shaded on each side, like blinders on a horse."

San Diego is a relatively easy harbor in which to move ships, according to Mills. "There are a couple of places where you always have to be careful," he points out. "Ballast Point, for instance, regardless of tidal conditions, is an area of special concern. And the drift and set of the current near the area of Zanigua Point are not always predictable."

The port of San Diego has gone through some changes during the past few years, and he feels some of the improvements have resulted in making his job easier. Harbor Island is an asset to the port; where there used to be sloughs, the island diverts tidal waters, keeping the harbor calmer. Additionally, space was created when the 10th and 24th Avenue Piers were built in 1957 and 1967.

The former Navy boatswain's mate was on the aircraft carrier USS *Ticonderoga* when she made her final move to the Pacific Reserve Piers, and he piloted USS *New Orleans* out to sea on her way to retrieve the last Skylab crew.

One particular experience he recalls vividly because of its unusual nature. It happened while he was piloting in Japan. The Seventh Fleet admiral and his staff were aboard the battleship USS *Missouri* at the time, during the Korean conflict.

"They wanted to transfer to the ship I was piloting, the battleship USS *Iowa*. The quickest and easiest way to do it was to put my ship alongside *Missouri* and transfer directly across from one to the other, rather than transfer by small boat — so that's what we did. The picture taken of that event was published around the world."

Though Mills feels very much at home on the sea, he also spends much of his spare time at "landlubbing," like golf, jogging and physical exercise, in general. He makes his home at Granite Hills, near El Cajon, where he lives with his wife, Jessie, of Yorkshire, England. There he works at tending his vegetable garden.

"We have over an acre devoted to vegetables," he boasts. "We're just country people at heart."

— Story and photos by JOSN Susan M. Fisher

A New Naval Home _

A COMFORT

When the Naval Home moves to Gulfport during the summer of 1976, it will carry with it a unique history nearly as old as the nation and the Navy itself.

The beginning reaches back to 1796 when contributions from sea servicemen were solicited to establish a retirement fund for "disabled and decrepit Navy officers, seamen, and marines." Interestingly, in addition to the contributions, funds from the sale of prizes of war were also used to form the Navy Pension Fund. This fund, held in trust by the government, totaled more than $200,000 in 1827 when the cornerstone for the Naval Asylum, as it was then known, was laid in Philadelphia.

The keynote speaker on that day was Commodore William Bainbridge, one of the nation's earliest naval heroes. The distinguished officer said that a home was being established "for the faithful tar who has been either worn out or maimed in fighting the battles of his country. A comfortable harbor will be secured where he may safely moor and ride out the ebb of life, free from the cares and storms by which he has been previously surrounded. He will here cheerfully and proudly live with his own messmates, with the companions of his former sports, toils, and dangers, and where they will animate each other recounting the pleasures which they enjoyed, the perils which they escaped, and the battles which they fought . . . "

Since then, the U.S. Naval Home, so named in 1889, has been a comfortable home for elderly and disabled Navy and Marine Corps veterans. A historical sidenote of the early days of the Asylum is the fact that it was the site of the original Navy School which began instruction for midshipmen in 1839. The school moved to Annapolis in 1845 where it became the United States Naval Academy.

Now, after 150 years in Philadelphia, the Naval Home will move to the Mississippi Gulf Coast where a large, modern facility is being constructed. The new Naval Home will feature a main building with two connected 11-story residential towers, along with single-story attached support facilities. The new complex will ultimately include a chapel, hobby shop, laundry, maintenance shop, greenhouse, swimming pool, summer pavilion, pedestrian overpass, and five sets of family quarters for the Governor of the Home and key members of his staff (the chapel, hobby shop, and laundry building are already completed).

The entire complex has been laid out to take maximum advantage of the natural beauty of the area, even to the extent that residents' rooms and central recreational areas will have a view of the Gulf of Mexico over a magnificent stand of live oak trees.

The main building will contain more than 300,000 square feet and will house 600 residents. Included in

For The Faithful Tar

BLE HARBOR

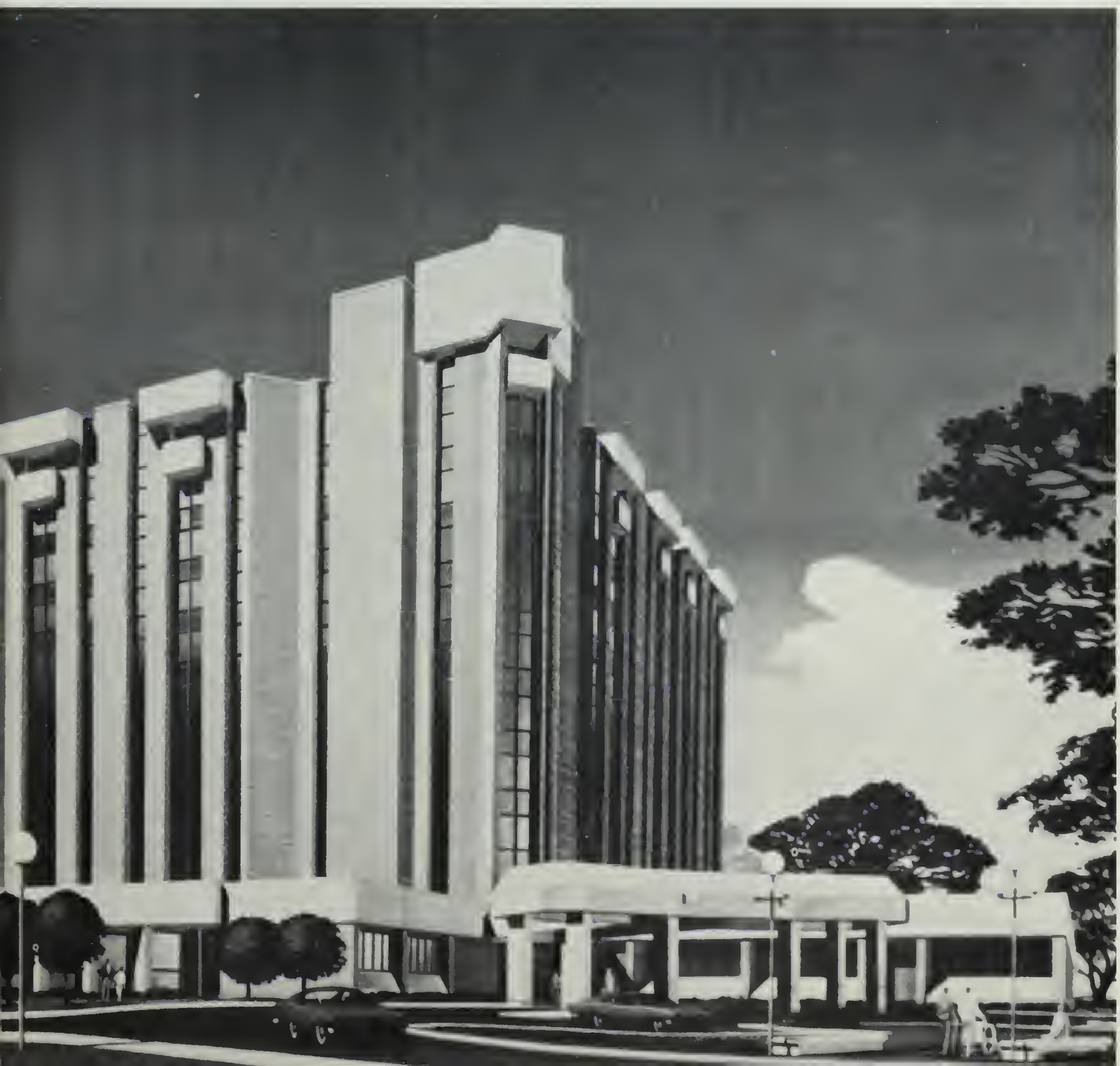
the main building will be reception areas, administration offices, visitors' reception center, theater, post office, recreational areas including shuffleboard and bowling, library, food service facilities, exchange cafeteria, exchange retail store, plus miscellaneous facilities such as radio and TV repair shop, shoe repair shop, barber and beauty shops, tailor and valet shops.

A 60-bed extended care medical unit with outpatient clinic, dental clinic, physical therapy, X-ray laboratory, pharmacy, examination and treatment areas, including normal hospital facilities, will be attached but separate from the main facility.

Among those who may be admitted to the Naval Home are Navy and Marine Corps veterans, officer and enlisted, men and women, who are unable to support themselves by manual labor. Retired or pensioned individuals make up about 99 per cent of the residents, the remainder being veterans of wartime service who have become physicallly incapacitated in later years.

The Naval Home is a retirement residence where an applicant, once accepted, is welcome to remain the rest of his life, or if he desires, may leave whenever he chooses. More than 250 residents, including some 13 women, are living in the Philadelphia facility. the men's average age is 72, the women's 74.

Most of the current residents will be relocating to the Gulf Coast when the new facility is completed, and it is anticipated that additional residents will fill remaining spaces by 1980.



from the desk of the Master Chief Petty Officer of the Navy

'NO-COST TRANSFERS'

A substantial percentage of the mail I receive as Master Chief Petty Officer of the Navy and conversations I have with Navy men and Navy women throughout the fleet indicate that many of my shipmates have a misconception of the general policies relating to "no cost to the government" transfers.

The vast majority of Navy personnel are transferred according to normal rotation procedures. In other words, after Navy members have served their required tour lengths, and possibly an authorized extension, they are transferred to a new billet in accordance with their recorded duty preferences and the prevailing needs of the Navy.

The Chief of Naval Personnel, however, has recognized that, for morale purposes, some individuals should be authorized transfers merely for personal convenience at a time other than their projected rotation date (PRD). But, in most of these cases, the expenditure of government funds for transportation or the shipment of household goods cannot be justified since these special transfers do not meet standard transfer criteria.

Therefore, rules and regulations have been established to effect "no cost to the government" transfers for Navy personnel. The two major no-cost transfers now available to Navy members are humanitarian transfers (HUMS) and exchange of duty (SWAPS).

- Humanitarian Assignments — There may come a time in any sailor's career when misfortune produces a hardship that cannot be resolved by emergency leave. In these situations, if the Navy member meets the basic criteria, a temporary duty assignment ashore for humanitarian reasons (TD HUMS) can be requested. This temporary assignment is normally granted for a four-month period, but may be extended to six months. TD HUMS moves are at the expense of the individual service member; they are always at no cost to the government. However, the member will be ordered out of the TD HUMS assignment on cost

to the government orders.

Essentially, the criteria for a TD HUMS assignment stipulate that the hardship must be one normally not experienced by other Navy personnel. Additionally, the service member's presence must be necessary ashore in order to alleviate the hardship. Moreover, no other family members or relatives can be close by who are capable of providing the necessary assistance.

Furthermore, TD HUMS assignments are limited to hardships existing within the Navy member's immediate family. In-laws, for instance, are not considered to be members of the immediate family. Perhaps the most important criterion is that the hardship should be one that can be resolved within a period of four months. If a long-term hardship is foreseen, another course of action must be considered, such as a hardship discharge.

I want to emphasize that financial difficulties, children in school, outside employment, owning a business, or a spouse's employment do **not** constitute grounds for a TD HUMS.

If, after consulting Chapter 18 of the Transfer Manual, a Navy member feels the basic criteria for a TD HUMS assignment in his case has been met, a formal request should be submitted through the member's chain of command. Since this request will be given a fair and impartial review, the request should be accompanied by complete documentation evidencing the degree and expected duration of the hardship. This information will assist the authorities and the Bureau in making their final decision.

- Exchange of Duty (SWAP) — Essentially, there are two methods for Navy personnel to exchange their duty stations duties at no cost to the government: BuPers-negotiated swaps and self-negotiated swaps.

Pers-532 has been designated within the Bureau of Naval Personnel to control requests for BuPers-negotiated swaps. If a Navy man or Navy woman desires to exchange duty with another Navy member, an official request should be submitted with the command's approval. After a request has been received by Pers-532, it is matched against other requests of the same rating and pay grade. These letter requests are then matched weekly against all other exchange of duty requests.

If two letters match, they are sent to the appropriate rating control officer for final approval. If the rating control officer approves the proposed swap, the applicable detailer issues orders for the two individuals concerned. If, on the other hand, the swap cannot be made, the exchange of duty letter requests are returned to the swap coordinator in Pers-532 for additional matching. All exchange of duty request letters are retained on file for a maximum of six months. If no match has been found after this period of time, the member's name is removed from the swap list and the member is notified of the action taken.

Exchanges of duty will be made only in the same rating and pay grade. For instance, an AZ1 can exchange duty only with another AZ1. In addition, an individual who holds a special NEC can swap only with another individual holding the same NEC if the NEC is a requirement for the billet.

The rules and regulations concerning BuPers-negotiated swaps also contain specific requirements pertaining to obligated service and time on board. When a feasible exchange of duty is found, each member must have sufficient obligated service to serve a minimum of 12 months on board a new duty station should he or she be transferred. In addition, each member must have served at least nine months on board his present duty station before submitting a request for transfer.

Self-negotiated swaps can be used by an individual who has found another individual willing to exchange duty without using the services of BuPers. Self-negotiated swap requests must be approved by the respective commanding officers of the two commands involved in exchanging their personnel. Normally, the same requirements for BuPers-negotiated swaps such as obligated service, time on board, and tour lengths apply to self-negotiated swaps.

As with BuPers-negotiated swaps, self-negotiated swaps are also approved only for members of the same rate, pay grade, and applicable NEC. After the requests have been approved, they should be forwarded, in accordance with Chapter 16 of the Enlisted Transfer Manual, to the cognizant detailing authority for final approval.

Additional no cost to the government transfers are also available to Navy members. For instance, a no-cost transfer can be arranged in order to assign members of the same immediate family to the same command. Also, a no-cost transfer can be utilized to assign an enlisted member with his or her spouse. In each of these special transfers, specific requirements must be met. Information on these and other no-cost transfers can be obtained from Chapter 16 of the Enlisted Transfer Manual.

A rule of thumb when considering no-cost transfers is that they will never be authorized for situations that "might occur." For example, TD HUMS will not be favorably endorsed for a medical situation that "might" worsen or a divorce that "might" occur. An exchange of duty will not be ordered for an individual who "might" get a new NEC or an advancement in the near future. A no-cost transfer will not be issued for duty with spouse when the wedding "might" occur four months hence.

In other words, no-cost transfers are based on the facts and merits of each case as it is today, not as it might be tomorrow.

No-cost transfers are another way that Navy members can make the system work. I encourage all of my shipmates to be aware of the rules and regulations that apply to these transfers. Such awareness will prevent unnecessary paperwork, misunderstandings, and false hopes.

navy navy navy navy news

ENLISTMENT BONUS NOW AUTHORIZED FOR CERTAIN RATINGS

The Navy is now authorized to pay an enlistment bonus to stimulate enlistments in specific ratings that have not met recruiting goals. The bonus will be paid to recruits after they have successfully completed the specific "A" school and to prior service personnel not requiring "A" school upon assignment to their first duty station after reentering the Navy.

The program is designed for flexibility and the bonus amount and qualifying ratings are subject to change, depending on the Navy's manpower requirements. The following ratings are approved for fiscal year 1975 with award levels ranging from $1000 to $2000: EW, GMM, GMT, MN, TM, CTI, CTR, CTT. Further details about the program can be found in BuPersInst 1130.23 of 24 Aug 74.

FIRST-TERM REENLISTMENT RATES SHOW SIGNIFICANT JUMP IN FY 1974

The Navy's first-term retention rate was increased significantly during fiscal year 1974 -- from 23 to 32.9 per cent. The career reenlistment rate was 80.3 per cent, down slightly from the previous year, but both first-term and career reenlistments were actually higher than predicted for the year. The actual numbers of enlistees are 18,203 first-termers and 37,104 career. Despite these improved figures, the Bureau of Naval Personnel reports that shortages of E-5 and E-6 petty officers continue to exist.

NEW LAW BOOSTS OFF-BASE HOUSING IN MILITARY AREAS

The Housing and Community Development Act, a bill recently signed by the President, contains a special provision authorizing FHA-insured loans for construction of single and multifamily nongovernment-subsidized housing units in areas of large, isolated military populations. The act is expected to make more off-base housing available for military personnel and their families.

In the past the Department of Housing and Urban Development has been concerned about the losses involved when insuring housing construction in isolated areas where the housing might become quickly vacant if a military base closed. With the passage of the new law, mortgagees are guaranteed the proceeds of the mortgage should this happen.

NEW INSURANCE PLAN AVAILABLE FOR VETERANS

Servicemen who have Servicemen's Group Life Insurance (SGLI) in force at the time of separation are now automatically eligible for Veterans Group Life Insurance (VGLI). This is a new, nonrenewable policy for five years which is extended to veterans without a medical examination. It became effective 1 Aug 1974.

Application for VGLI should be made within 120 days of separation. When an individual's five-year VGLI term ends, he or she may convert to an individual policy by applying in writing to a company participating in the SGLI program. A list of these companies plus other information about VGLI may be obtained by writing the Office of SGLI, 212 Washington St., Newark, N. J. 07102.

REDUCED INTERNATIONAL AIR FARES STILL AVAILABLE

All overseas military personnel and their dependents are still eligible to receive reduced international air fares from the majority of American and foreign air carriers. The reduced fares apply only for personal travel at the expense of the passenger and are for Navy people stationed or deployed overseas and their dependents.

Active duty personnel must be on official leave or other authorized absence from duty when using the special rates. The airlines offer only round-trip tickets at reduced rates and these rates cover only travel originating outside the U. S. Dependents, however, can buy one-way or round-trip tickets for travel originating either in the U. S. or overseas. Additional details are contained in BuPers Notice 4632 of 12 Aug 74.

• CNM STARTS PROGRAM TO EASE SPARE PARTS SHORTAGE

The Chief of Naval Material has initiated a program to help ease the Navy's current difficulty in obtaining commercially acquired spare parts. Because of manufacturing plant capacity and raw material shortages, lead times for obtaining spares have recently increased and according to NavMat, will remain abnormally long for the foreseeable future. Until this situation can return to normal, a threefold program to purchase additional spares, speed up rework of repairable parts, and improve management of spares now stocked will assist in easing the shortage of spare parts.

• ELIGIBILITY FOR NATIONAL DEFENSE SERVICE MEDAL ENDS

Personnel who came on active duty after 14 Aug 1974 are not eligible to receive the National Defense Service Medal. Eligibility requirements now state that only those with honorable active service between 26 Jun 1950 and 28 Jul 1954 or 31 Dec 1960 and 15 Aug 1974 may receive the medal.

Another change in award eligibility concerns authority to accept foreign awards for service in Vietnam. That authority ended as of 28 Mar 1974. Anyone receiving a foreign award after that time will have his request for acceptance processed under the foreign decorations act of 1960.

• NOISE ABATEMENT PROGRAM IMPLEMENTED BY CNO

Implementing a presidential executive order, the Chief of Naval Operations has ordered development of a five-year noise abatement program for the Navy. More than 100 Navy and Marine Corps stations and Naval Air Rework Facilities will be participating in the program.

The core of the program is to study noise generated by open-air testing of jet engines associated with aircraft landings, takeoffs and flight patterns. Testing of noise control systems will be conducted by the Naval Facilities Engineering Command.

• NROTC DEADLINE EXTENDED TO 15 NOVEMBER

A two-week extension for applications to the 1975 Navy-Marine Corps NROTC scholarship program has been announced by the Naval Recruiting Command. The change, which moves the deadline to 15 Nov 1974, was made to allow more candidates to participate in the selection process.

A reminder: In addition to submitting applications, individuals must take or have taken the American College Test no later than 19 Oct or the Scholastic Aptitude Test no later than 2 Nov and have their scores forwarded by the testing agency to the NROTC division at CruitCom (Code 0656) no later than 15 Dec. Approximately 6000 young men and women will be attending 58 colleges and universities on NROTC scholarships with fall. Good Luck!

• NAVY LAW EDUCATION CONTINUED BY NEW PROGRAM

A new Law Education Program providing for 25 Navy and Marine Corps officers to enter law school each year and earn LLB or JD degrees has been established to replace the Excess Leave Program (LAW). Graduates will serve as career judge advocates.

Applicants must be active duty commissioned officers who are college graduates, 0-3 or below and with two to six years of active service. They must also have taken the Law School Admission Test and received conditional acceptance to an ABA-accredited law school. Applications must reach the command cited in SecNav Instruction 1520.7 of 24 Jul 74 by 15 Mar 75.

• FIRST WOMAN QUALIFIES IN C-130 HERCULES TRANSPORT

Ensign Jane Skiles has become the first Navy woman to qualify to fly the C-130 Hercules military transport plane. One of six women qualified as pilots in the Navy, she received a certificate of completion from the Joint Services C-130 School at Little Rock Air Force Base, Little Rock, Ark. ENS Skiles is scheduled to report to Rota, Spain, where she will be assigned to duty flying the C-130 aircraft with VR-24.

• CHINFO MERIT AWARDS PROGRAM CALLS FOR ALL NAVY PUBLICATIONS AND ENTRIES

Editors of all newspapers and magazines published by or under contract with Navy commands and activities should make sure that two copies of their publications are sent to the Chief of Information (Attn: NIRA) for consideration in the Merit Awards Program. Commanding officers, officers in charge, public affairs officers, broadcast station managers and periodical editors are encouraged to nominate entries for the awards program. Award categories, including many facets of both print and braodcasting media, are spelled out in CHINFOINST 5720.1 of 25 Jul 1974.

• FIRST PHYSICIAN'S ASSISTANTS APPOINTED

The first 30 Physician's Assistants (PA) recently graduated from the Navy's training program and have been appointed warrant officers.

Filling the gap created by the critical shortage of physicians, the former hospital corpsmen are now trained to take over certain tasks such as obtaining medical histories, performing physical exams, ordering, interpreting and recording diagnostic studies and prescribing limited therapy. The Physician's Assistants will be employed in ambulatory and primary care, emergency rooms, walk-in and outpatient clinics Navy wide. Another 36 PAs are scheduled for appointment during fiscal year 1976 and about 100 more the following year.

• INTERIM MEDICAL PAY PLAN IMPLEMENTED

Medical officers 0-4 through 0-6 may be eligible for variable incentive pay consisting of a bonus up to $13,500 a year for each year of active duty they agree to serve after completing initial active duty obligations. This is an interim plan while an implementing policy is being formulated, and is designed to prevent further delay in payment of incentive pay and provide an orderly transition from the present bonus rates to the new rates. Only officers with over five years' medical service, including civilian residency training, are covered by the interim implementation. Details and eligibility requirements for the interim payment are contained in AlNav 65 (DTG 121504Z Aug 74) and AlNav 67 (DTG 151635Z Aug 74).

- NEW CONSTRUCTION COMMAND ESTABLISHED IN NAPLES

A new Construction Battalion command has been established in Naples to oversee procurement and construction in the European area. Commander Naval Construction Battalions, U. S. Atlantic Fleet Detachment Naples (COMCBLANT DET NAPLES), FPO New York 09540, will aid in identifying Seabee projects in Europe and the Mediterranean, procuring and shipping material, and monitoring construction units deployed in the area.

- CHARLESTON, KEY WEST WIN CNO "PERSONAL PROPERTY AWARDS"

Naval Supply Center, Charleston, S. C., and Naval Air Station, Key West, Fla., have been selected as winners of the 1974 Chief of Naval Operations Personal Property Awards. The awards recognize those activities which have excelled in providing service in shipping personal property around the world. Runners-up in the competition are Naval Supply Depot, Guam, M. I., and Naval Air Station, Whidbey Island, Wash., Naval Submarine Base, New London, Conn., and U. S. Naval Radio Station, Thurso, Scotland, were cited for honorable mention.

- FLATLEY AWARD WINNERS NAMED

Winners of this year's Admiral Flatley Memorial Awards for Superior Performance in aviation safety have been announced. The annual award is presented to the ships for "exemplary contribution to the Accident Prevention Program." USS Forrestal (CVA 59) was named first place winner in the Group I CVA class (Forrestal's second consecutive year for a Flatley award); USS Coral Sea (CVA 43) took first place in the Group II CVA class, and USS Iwo Jima (LPH 2) was winner in the Group III LPH class. Runners-up in the three classes were USS Constellation (CVA 64), USS Franklin D. Roosevelt (CVA 42) and USS Guadalcanal (LPH 7).

- USNS TALUGA RECEIVES TRANSPORTATION AWARD

USNS Taluga (T-AO 62) has been named the Navy recipient of the National Defense Transportation Association's unit award for 1974. The annual award is presented to a unit of each service which distinguished itself in an operational transportation mission. The award cited Taluga for the "pioneering aspects of her accomplishments and a highly professional crew." Taluga is a unit of the Military Sealift Command.

OPPORTUNITY COLLEGE

If you think it's about time you got a formal education, you couldn't pick a better time.

Today, there's the Servicemen's Opportunity College (SOC) Program. It is a higher education program designed to help servicemen and women get their high school diplomas and college degrees despite the inherent mobility of Navy life.

In the past, it was pretty difficult for the average Navyman to earn his high school diploma or college degree in a schoolroom atmosphere, often because he would be transferred from his duty station or place of enrollment before completion. That, in itself, was enough to discourage many. Furthermore, schools at his new command location didn't always accept credits earned in educational institutions or community colleges at the old location. Especially restricting were the residency requirements for college students who found being in the mobile military made it all impossible.

All that is in the past. Under the new concept of SOC, there are 250 two- and four-year colleges which have joined the program and have agreed to aid in over coming such barriers. Department of Defense officials estimate that a high school graduate on active duty should be able to earn a junior college degree (such as an associate of arts degree or associate of science degree) in four years of after-duty hours study. He could conceivably, complete requirements for a bachelor's degree in about the same length of time. Four-Year Servicemen's Opportunity Colleges will accept an associate degree awarded by an accredited institution where appropriate to the major baccalaureate degree program to be pursued. Although the colleges listed at the end of this article have met the SOC criteria, students are cautioned to write to the school well in advance of applying to determine how the college fits into their educational programs.

The program also allows for credit for educational experiences and training received in the Navy or through other Armed Forces training sources. This includes credit for correspondence courses previously taken through the United States Armed Forces Institute (USAFI service ended on 1 July this year), and credit by examinations, such as the college level aptitude tests offered through your education office.

In addition, SOC schools offer the following (to military students):

- Liberal entrance requirements.
- Courses on evenings, on weekends, and at other nontraditional times.
- Opportunities to complete courses through special or optional means.
- Special academic assistance, such as tutoring and the designation of a trained counselor, knowledgeable in service (military) training.
- Liberal transfer of credits policy.
- A policy to honor commitments to a previous enrollee even though the school may discontinue its membership in the SOC program.

Another attractive feature of the SOC schools is "contracting for a degree," meaning that the college in which you initially enroll will designate an advisor who will assist you in contracting to study for a degree with that institution. The contract will specify the course of study to be pursued and the advisor will continue to guide you through your program even though you may be forced to transfer to another SOC institution because of a transfer. As long as you are being effectively guided by your advisor, you will be permitted to transfer, in reverse, appropriate credits earned at any other SOC institutions back to your original institution. The original college will serve as a repository for all your academic records and will award the appropriate certificate or degree upon completion of the contract.

Your education officer will be glad to assist you in obtaining financial support through tuition aid or other suitable resources if you desire. He also has a list of participating SOC colleges.

Following is a list of two-year colleges in closest proximity to naval bases or installations within the United States, followed by a list of four-year SOC colleges.

- **California** — Long Beach City College, Long Beach 90808, near Long Beach Naval Station and Long Beach Naval Shipyard. City College of San Francisco 94112, near Treasure Island Naval Station and Hunters Point Naval Station. Gavilan College, Gilroy 95020, near Seal Beach Naval Station; NAS Alameda; San Diego and Long Beach Navy Education and Training Offices. Orange Coast College, Costa Mesa 92626, near Seal Beach Depot, NAS Los Alamitos.
- **Connecticut** — Mohegan Community College, Norwich 06360, near Naval Submarine Base, Groton.
- **Florida** — Pensacola Junior College 32504, near NAS Pensacola, Naval Communication Training Center, NAS Ellyson Field, NAS Saufley Field, NAS Whiting Field and serves USS Lexington (CVT 16). Florida Junior College at Jacksonville 32205, near NAS Jacksonville, NAS Cecil Field and NS Mayport.
- **Illinois** — Central YMCA Community College, Chicago 60606, south of NTC Great Lakes.
- **Kansas** — Johnson County Community College, Overland Park 66210, near NAS Olathe.
- **Maryland** — Anne Arundel Community College, Arnold 21012, near U.S. Naval Academy and U.S. Coast Guard Station Curtis Bay.
- **Massachusetts** — North Shore Community College, Beverly 01915, near Boston Naval Shipyard.
- **Mississippi** — Mississippi Gulf Coast Jr. College, Perkinston 39573, near Gulfport Naval Base.
- **South Carolina** — Palmer College, Charleston 29401, near Charleston Naval Base. Berkeley-Charleston-Dorchester Technical Education Center, North Charleston 29405, near Naval Weapons Station, Charleston.
- **Tennessee** — State Technical Institute at Memphis, 38134, near NAS Memphis.
- **Texas** — Bee County College, Beeville 78102, near NAS Chase Field.
- **Virginia** — Gemanna Community College, Fredericksburg 22401, near Naval Weapons Lab and Quantico Marine Corps Base. Northern Virginia Community College, Annandale 22003, near the Pentagon and BuPers. Tidewater Community College, Portsmouth and Virginia Beach 23703, near all Norfolk naval installations.
- **Washington** — Big Bend Community College, Moses Lake 98837, serves bases in Europe. Olympic College, Bremerton 98310, near Puget Sound Naval Station, Naval Hospital, Seattle Naval Carrier Center, NAS Sandpoint, Keyport Naval Torpedo Station, and serves Naval Command Guam. Seattle Central Community College, Seattle 98122, serves 13th Naval District bases. Skagit Valley College, Mount Vernon 98273, near NAS Whidby Island.

In addition, bases in the Far East are served by Los Angeles City College, Los Angeles, Ca. 90029, and those programs on European bases are served by the Wilbur Wright College in Chicago 60634.

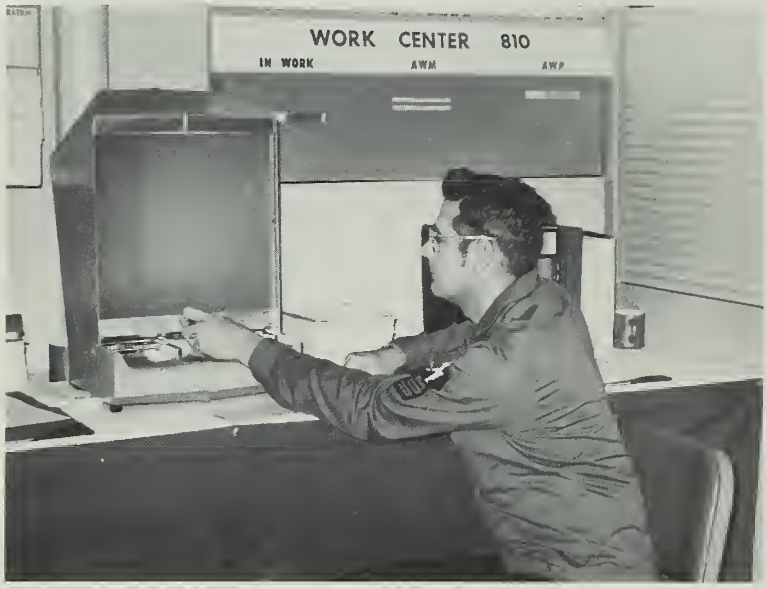
Four-Year Colleges

- **California** — Chapman College, Orange 92666, serves Navy ships in the Pacific. Golden Gate University, San Francisco 94105, serves NAS Alameda on the West Coast and NAS Norfolk-NAS Ocean 2, on the East Coast. LaVerne College, LaVerne 91750, serves NS Subic Bay, R. P, I. Pt. Mugu and North Island installations. U. S. International University, San Diego 92131, serves NTC and Naval Amphibious Base San Diego. University of San Diego, 92110, serves the greater San Diego military complex.
- **Florida** — Florida International University, Miami 33144, serves NAS Key West. Rollins College, Winter Park 32789, serves NTC Orlando. University of North Flordia, Jacksonville 32216, serves NAS Jax, NAS Cecil Field and NS Mayport. The University of West Florida, Pensacola 32504, serves Naval Air Stations Corry Field, Pensacola, Ellyson Field, Saufley Field and Whiting Field.
- **Hawaii** — Chaminade College of Honolulu 96816 serves NS and Submarine Base Pearl Harbor.
- **Illinois** — Northeastern Illinois State University, Chicago 60625, serves Great Lakes naval facility. Roosevelt University, Chicago 60605, serves Great Lakes and NAS Glenview.
- **Maryland** — St. Mary's College of Maryland, St. Mary's City 20686, serves NAS Patuxent River. University of Maryland/University College, College Park 20742, has a worldwide program.
- **Massachusetts** — Boston University/Metropolitan College, Boston 02215, serves installations in Germany and Italy.
- **Michigan** — Siena Heights College, Adrian 49221, serves NTC Great Lakes, Ill. Wayne State University, Detroit 48202, serves several overseas bases.
- **Missouri** — Webster College, St. Louis 63119, serves USCG St. Louis area.
- **New Jersey** — Thomas A. Edison College, Trenton 08638 (not VA eligible).
- **South Carolina** — University of South Carolina, Columbia 29208, serves NB Charleston.
- **Virginia** — Christopher Newport College of the College of William and Mary, Newport News 23606, serves Yorktown Naval Weapons Station. Old Dominion University, Norfolk 23508, serves Norfolk Naval Base, Naval Supply Center, Naval Amphibious Base, Norfolk-based ships and NS Guantanamo Bay, Cuba.
- **District of Columbia** — American University and George Washington University, 20016 and 20036, respectively, serve the greater D. C. area.

A complete catalog of the Servicemen's Opportunity Colleges and detailed information on the program may be obtained by writing: SOC/AASCU, One DuPont Circle, Suite 700, Washington, D. C. 20036.

AT NATTC LAKEHURST
THE SELF-PACE SYSTEM

LEARNING ON YOUR OWN



The development and refinement of educational techniques and methods often heralded in the civilian community as "revolutionary" have their counterpart in the U. S. Navy.

Under the command of Captain Ed. R. Day, the Naval Air Technical Training Center, Lakehurst, N. J., pioneered a new instructional program called Modular Individualized Learning. The program uses the "self-pace" concept and sets the delivery rate of new material to the individual student's learning capacity.

The Aircrew Survival Equipmentman School (formerly, Parachute Rigger (PR) School) was the first of NATTC's courses to complete transition to the self-pace technique. The concept uses numerous teaching methods including audiovisual presentations, written material, drawings and diagrams. The traditional role of the instructor has been discarded in favor of individual learning in which the instructor is present only to answer student questions or to redirect a student when he is incorrectly performing a required task.

Complete transition to the new technique was a lengthy process, taking nearly two years. In the fall of 1972, a Naval Occupational Task Analysis Program was completed. The program analyzed individual job tasks in the fleet and applied the acquired knowledge in a logical order to the self-pace system. This tailored the program to actual fleet requirements. The PRs began changing to it immediately, although additional time was needed to convert from the traditional lockstep teaching system.

At the heart of the concept is the dictum that one learns best by doing. Thus, students actually disassemble pieces of equipment, observing firsthand how the various separate parts operate together as a unit. Equipment ranges from one-man parachutes to 10-man life rafts.

The reception of the program by both instructors and students has been excellent. According to the PR school, it now takes a student from eight to 15 weeks, depending on the type equipment to be found at the next duty station, to complete a course which once took 18 weeks.

Students who have experienced the self-pace training overwhelmingly prefer it to conventional methods.

One student wrote: "I feel that I can learn better by going at my own speed. I think I can do my best by simply doing the job — practice makes perfect. Give me the actual item every time. Self-pacing takes the pressure off because I don't worry about someone else who might be twice as fast as I am. I made mistakes when I went too fast."

Instructors, when asked why they like the self-pace methods, came up with a variety of reasons: It keeps the fast learner interested and allows the instructor more time to work with the slower one. It keeps everyone working all the time. With trainees asking more questions, instructors are kept hopping and must know their equipment from A to Z. You can't beat practicing on the actual equipment.

In fact, the only reservation expressed by the instructors was that the program could become too unwieldy and sophisticated. One expressed it this way: "As long as the equipment is relatively small, uncomplicated and can be held in the hands, simple line drawings and written materials are very effective training aids for most students. I'd recommend keeping those simple training aids and developing audiovisual presentations in the areas most difficult to understand. We can defeat ourselves quickly if we get too fancy with our slide-show presentations and teaching machines."

Discussing the pros and cons of the self-pace concept, CAPT Day said, "The program, although still in its infancy, is working very well. We know this from the feedback we are getting from the fleet. It is my intention to have my personnel continue refining our methods, eliminating those which they find unfruitful or redundant and expanding those with a proven track record. In short, we intend to have the best instructional program in the entire U. S. Navy."

AT NORFOLK NAVAL STATION

GOLDEN GATE UNIVERSITY

Eleven Navymen are the first graduates of Golden Gate University's East Coast branch at the Norfolk Naval Base. They received their degrees — three bachelor's and eight associate's — in "full dress" ceremonies as indicated in the photo on this page.

Golden Gate Uuniversity, located in San Francisco, Calif., introduced its degree completion programs at the Norfolk Naval Station in 1972. The programs began with four courses and a total of 40 students for the first semester. By the spring semester 1974, some 400 students were enrolled.

The programs are now expanding with courses offered at NAS Oceana. The university grants full credit for the College Level Examination Program (CLEP), U. S. Armed Forces Institute courses (now defunct) and service schools attended, which carry a recommendation for credit by the American Council of Education, in addition to resident campus credit. Cost is $38 per semester credit and students may, if eligible, apply for inservice tuition assistance or use the GI Bill to pay for courses.

Classes are held primarily during the noon hour and in the evenings. All degree requirements may be completed through on-base classes.

Golden Gate University is a private, nonprofit institution founded in 1901. It offers bachelor's, master's and doctoral degree programs in accounting, management, taxation, public administration and law, at the main campus in San Francisco. Programs are also conducted at numerous military bases throughout the country. The university is accredited by Western Association of Schools and Colleges.

PROFILES
OF THE FLEET

LCDR Edward West

LDO: SHIP COORDINATOR

Today's modern shipbuilding and ship repair operations involve myriad tasks in support of construction, overhaul, conversion or repair of complex ships. The job of the Supervisor of Shipbuilding, Conversion and Repair (SupShip) is to stay on top of all, from precontract negotiations through performance and final delivery.

In order to accomplish this, the supervisor must take advantage of the latest technical engineering techniques and developments, using a staff with special talents in engineering, leadership and sea experience. The office of the Supervisor of Shipbuilding is, therefore, an ideal place for the Navy's most highly specialized technician, the Limited Duty Officer.

One particular officer who exemplifies these qualities and skills is Lieutenant Commander Edward E. West, who has completed two tours at Groton, Conn., monitoring construction, overhaul, repair and conversion of nuclear fast attack and fleet ballistic missile submarines.

LDCR West was commissioned an LDO, as an ensign, in 1964 after 54 months aboard the submarine USS *Skate* (SSN 578) as a chief electrician's mate. Subsequently, he was assigned to SupShip in Groton as a ship coordinator for conversion and overhaul of the *Polaris* submarine USS *Patrick Henry* (SSBN 599). He was directly involved in ensuring effective contractor actions on production problems.

A ship coordinator is the daily, direct point of contact and liaison between a ship's commanding officer and the contractor. He is also the on-scene representative of the Supervisor of Shipbuilding. In this capacity, West continually monitored and charted the progress of submarines assigned, particularly with emphasis on major key events — docking, refueling, undocking, engine room steaming, dock trials, sea trials, in service, and delivery.

To succeed, the coordinator must, by necessity, have the ability to communicate and relate effectively to managers on technical and managerial matters in all facets of a shipbuilding and repair operation.

Following a tour aboard the *Polaris* submarine tender USS *Hunley* (AS 31), West returned to SupShip Groton in 1970 — this time as a lieutenant. He assumed duties of SSN Type Desk Officer which involved preparation and work planning for overhauls of USS *Nautilus* (SSN 571), USS *Pargo* (SSN 650, USS *Whale*, (SSN 638), USS *Dace* (SSN 607) and USS *Skipjack* (SSN 585).

LCDR West also filled the billet as a division head for the SSN Overhaul/Repair Type Desk in the Work Planning Department. As such, he performed daily liaison for the Supervisor with the Commander, Submarine Force, U.S. Atlantic Fleet and the Naval Sea Systems Command (NavSea); this involved frequent travel to Washington or Norfolk.

While the Ship Coordinator progresses work, the Type Desk Officer plans, defines and authorizes each project. The Type Desk Officer, therefore, exercises a greater authority and carries more responsibility because he functions between the contractor and the Navy's upper management. He must supervise military as well as civilian type desk assistants and planners who have sophisticated backgrounds in technical administration of contracts and many years of experience in the field of shipbuilding, conversion, alteration and repair of Navy ships.

One of West's first responsibilities as Type Desk Officer was in the field of contract administration — the SSN Type Desk had been charged with the coordination of 11 contracts for a total of approximately $50 million. This included review of all work required by NavSea and the type commander, integrating the work package to the contractor while monitoring progress to ensure that the contractor performs in accordance with specifications.

All this necessitates frequent contact with Electric Boat executives. As official representative of the Supervisor, West had the authority to render vital decisions for the government. Obviously, leadership and technical ability are required in all responsibilities that this type of special management situation demands.

All this, however, is not to say that LCDR West's experience is unique.

Many other LDOs are performing vital functions in Groton and other Supervisor of Shipbuilding activities. For one, LCDR Jim Bennett has been serving as Production Management Officer — a department head billet — usually filled in the past by a senior engineering duty officer of commander rank.

Another, Lieutenant George Sexton, as Operations Officer, was personally responsible for upgrading the crew's living barges to the highest standard ever achieved and, in the process, brought a Bronze Hammer award for Self-Help to the Groton Command.

Opportunities for a limited duty officer in a Supervisor of Shipbuilding activity are excellent. They offer increased responsibility, valuable experience in new techniques and methods, and an excellent opportunity for challenge, professional growth, and advancement for the individual officer.

— By ENS Tina D. Erwin, USNR

Facing page: LCDR Edward West functions as a division head for the SSN Overhaul/Repair Type Desk Division. Below: West discusses matters with CAPT P. G. O'Keefe, Supervisor of Shipbuilding at Groton, Conn. Bottom: West assesses progress aboard submarine undergoing overhaul.

PROFILES OF THE FLEET

Senior Chief Gera

"Leave Them

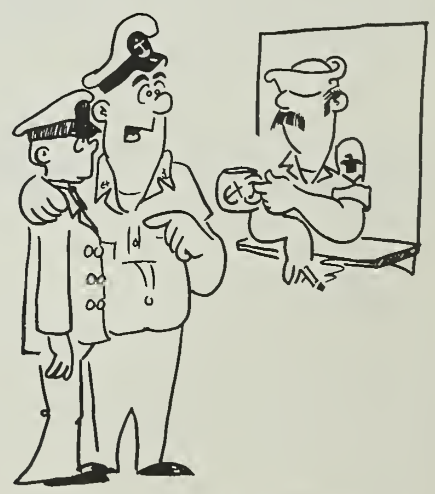
People laugh at the ideas of Senior Chief Gerald M. Avera, but he doesn't mind. In fact, it pleases him.

The chief is a hobby cartoonist and a successful one, with more than 100 of his sketches having appeared in ALL HANDS, in addition to several Navy ship and station publications during his 17-year career. More recently, his efforts won second and seventh places in the 18th annual All-Navy Cartoon Contest held last year.

Back in 1957, while Avera was serving in the radar picket escort ship USS *Wilhoite*, his hobby first became public — his cartoons relating to shipboard life began appearing in the ship's newspaper. Most of his work since has been on a Navy theme in which he tries to draw upon situations to fit the area where he's stationed.

"When I was assigned to the Military Assistance

Left: Senior Chief Gerald M. Avera. Below and top facing page: Examples of Avera's brand of humor. Cartoon at top won second place in last year's 18th annual All-Navy Cartoon Contest.



"Sam, here is a member of the 'NEW Navy,' so make sure he gets a NEW swab and a NEW bucket."

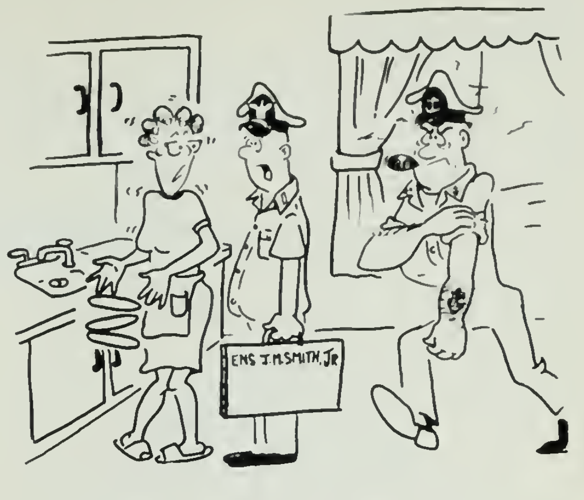
M.Avera

Laughing”

Command in the Republic of Vietnam during ’65 and ’66, I did a series for The Observer, a weekly paper that was published in Saigon for the military. All of those drawings illustrated the in-country force,” he recalls. Today, the chief is stationed at the Naval Technical Training headquarters near Memphis, Tenn.

Chief Avera attributes his success to finding the right punch line, claiming that “even the best drawings won’t sell if the caption isn’t funny.” Therefore, he tries to avoid using a theme twice and keeps a pad and pencil handy to jot down fresh ideas, later sketching scenes to fit the ideas, all with the hope of making someone laugh a little- or a lot.

— JO1 Wayne L. Baker, photo by PH2 Michael Diehl



"Mom . . . I had to put Dad on report today."

QM Rachel Worley

Lady at the Helm

Left: Quartermaster Seaman Rachel Worley at the helm of the USS Courtney.

Quartermaster Seaman Rachel Worley is plotting a course of change for Navy charthouses.

Traditionally, male quartermasters have charted the courses of ships since time began. Yet they are learning that their totally masculine domain is becoming a thing of the past. Thanks in part to Navy progress and Seaman Worley’s enthusiasm, women are carving a very important niche for themselves in the charthouses of the service’s ships.

Seaman Worley is one of a growing number of women who have chosen to train as quartermasters. She believes, however, that she is possibly the first to go to sea in preparation for more responsibilities in her chosen rating.

Although women are currently prohibited by law from serving on board combat ships, Rachel was permitted recently to join the “ship’s company” aboard the escort ship USS *Courtney* (DE 1021) during a one-day, daytime exercise in the Mediterranean.

(→)

Profiles...

Assigned to the staff of the Air-Surface Coordinating Office Mediterranean, Naples, Italy, Seaman Worley plots passenger and cargo ships' movements in the Mediterranean.

Although her assignment gives her the opportunity to work with movements of ships, her job, naturally is shore-based. Still, a Navy quartermaster seaman must demonstrate required practical skills at sea including standing watch at the helm, in order to climb the ladder to petty officer 3rd class.

During exercises aboard *Courtney*, Rachel steered the ship, shot sunlines and plotted the ship's position. She fulfilled her practical factors and then some.

"It was basically what I expected," she said. "The day held no real surprises."

"But," she added, "in a way I'm a pioneer. Some people think I'm crazy but others think it's great — and so do I."

Whether routine or not, Seaman Worley's day with sextants, sunlines and minding the helm marked another step forward in the Navy's program of making women sailors an active, important part of today's Navy.

Left: QMSN Worley raises signal flags. Top: QMSN Worley uses a sextant-type stadimeter. Above: USS Courtney.

YN Clarence Brown

A Star Recruit

When Clarence "Bob" Brown enlisted in the Navy, little did Uncle Sam realize that he had recruited a star.

The Service Force Sixth Fleet staff yeoman, who was nominated by New York film critics as "the most promising upcoming performer in 1972," received his first taste of show business at age 11. He won second place for a tap dance routine to the music of "Give My Regards to Broadway" on the Ted Mack Amateur Hour.

Yeoman Brown got his first break on Broadway in 1968 while a student at the High School of Performing Arts in New York City when he was selected for the chorus of "Hello, Dolly!" starring Pearl Bailey. He was also featured in "Purlie," the Academy Award musical starring Melba Moore, and "Don't Bother Me, I Can't Cope," with comedian Redd Foxx. Other credits include roles in "Two Gentlemen of Verona," "George M," and the Straw Hat Award for best supporting actor in the summer stock production of "Cabaret."

Additionally, Yeoman Brown did impersonations on educational television's Joe Franklin Show and performed in a McDonald's commercial as a singing fry cook.

"That commercial had a six-man cast and took six weeks to perform," Brown recalled. "After the commercial was produced, we were given a McDonald's Hamburger card that permitted us to walk into any McDonald's store and order any kind and any amount of food we wanted for a whole year."

What was it like working with the stars? Commenting on actress Melba Moore, with whom he starred in "Purlie," Brown said, "She's a doll, a beautiful person who sincerely cares."

Comedian Redd Foxx, star of "Sanford and Son" television series was "delightfully outrageous. Each day for eight months during the production of 'Don't Bother Me,' he came to work acting a different way. He even had a different approach toward the same role." Of Pearl Bailey, whom he called "Momma Pearl," Brown said, "the best advice she gave me was never press to make good. Don't go after your audience, let them come to you."

Actor Sammy Davis Jr. made such an impression on Brown that he began to imitate his style and adopted his philosophy of life. "Sammy Davis Jr. taught me how to be composed. He is a very religious man, and I like to think I am too. God leads the way." The versatile actor taught Brown some of the dance moves he made famous in "Mr. Bojangles."

The Mount Vernon, N. Y., native comes from a family of five brothers and three sisters. He is fond of children and hopes to have a large family of his own some day. Brown would like to become an English instructor and assist talented youngsters in pursuing careers in show business. Poetry-writing and reading biographies are also among his primary interests.

Since reporting to the Naples-based Service Force Sixth Fleet in June, Brown has remained in the spotlight, giving military personnel here a sample of his performing ability with two appearances at the USO. He is also making his talents available to service and community groups.

He is on active duty for two years and hopes to return to Los Angeles or San Francisco and continue his acting career.

Broadway may have lost a star, but Brown is determined to continue his career, even in Navy uniform.

HOW MEMPHIS DOES IT

TAKE IT OFF!

So you've tried all the fad diets. You've bought items guaranteed to help you lose pounds a day without dieting. You've tried the appetite-curbing candies or the try-not-to-eat-anything method.

Nothing seems to work. You're overweight; you don't look too good that way; you don't feel too well, and you're courting a myriad of serious ailments that result from overweight.

So what do you do?

If you're a Navy man, woman or dependent at Memphis, Tenn., you might try a weight control clinic operated by the Naval Hospital Memphis. The clinic uses a team approach in guiding overweight patients in a safe and successful weight loss program.

According to Lieutenant Georgiana Banellis, hospital dietitian and director of the clinic, the medical team approach aims at filling all the overweight patient's needs: medical, emotional and informational.

Commander Don Alexander, a Navy chaplain, offers emotional support and group therapy sessions for the patients, who are in the programs because they lack the self-motivation that makes independent weight loss possible. Lieutenant Gus Berry, a physical therapist, discusses and demonstrates the routine daily exercises which must be coupled with a strict diet to make successful weight loss possible. Lieutenant Commander Gloria Klefman, a nurse practitioner, and Captain Italo Mazzarella, chief of medical services, offer medical information to overweight patients in discussions and lectures.

And LT Banellis prepares a nutritious diet for each participant, taking into consideration other dietary limitations besides the simple need to lose weight.

The need for the overweight patient to lose poundage is more than a desire to look better physically, according to LT Banellis. "Obesity causes specific degenerating ailments such as heart attacks, arteriosclerosis (hardening of the arteries), hypertension (high blood pressure), diabetes, gallbladder disease, impaired respiration, varicose veins, and even suicidal tendencies," she says.

"Not only do patients look better and feel better after they've lost those excess pounds," she says, "they're likely to live longer, too."

Before an overweight person can participate in the Navy clinic, he must have a thorough physical examination and referral by a physician. In that way, physical and dietary limitations can be established for the patient at the outset of his participation.

LT Banellis says controlling weight is achieved through controlling food intake. Under her watchful eye, food intake is planned for each individual based on low calorie consumption. In addition, she says, "Any restriction can be incorporated into the patient's programmed diet." Such restrictions might include sodium-restricted or low cholesterol intake in addition to low calories. In some cases, a patient's requirements might include all three restrictions.

The main philosophy on which the diets are based is the requirement that the patient eliminate "luxury" calories, which offer little nutrition but plenty of calories.

The program's participants meet weekly with members of the medical team and have their progress charted to include weight, food intake and changes in attitude. Each patient must complete a "self-evaluation" which LT Banellis calls "perhaps the most important stimulus in the program." The weekly charting serves as a record of progress, and the self-evaluation helps the medical team to determine any emotional conflicts, helps team and patient understand the root cause of the patient's obesity, and helps the patient record the reason he or she wants to lose weight.

A typical patient, after two months, will have weight losses of six to 17 pounds, while some will show even more dramatic weight loss. After the first few months of the program, members of the medical team have noted these particular benefits:

- The participants are following a well-balanced, sensible diet and are aware of the pitfalls of fad and gimmick diets.
- The dieters have proven to themselves that they can lose weight successfully on their own, without expensive diet salons or foodstuffs.
- The program is fully supported by physicians who know that an obese patient is a surgical risk.
- And obesity affects many U. S. citizens, with those fighting against obesity needing strong support to overcome their excess weight and resulting psychological conditions, and protection against the other health problems to which obesity contributes.

The sole objective of the program is safe and successful weight loss — something that many of the available "fad diets" and expensive "weight loss" programs fail to provide.

Left: LCDR Gloria Klefman records progress of one of the volunteers taking advantage of the program. Top to bottom: LT Georgiana Bonellis explains proper nutrition; LT Gus Berry discusses the importance of physical exercise and then demonstrates (above.).

ON THE SCIENTIFIC FRONT

Rusty Moon? Samples of Lunar Soil Appear to Contain a Rust-Related Oxide

There is something like rust in lunar soil, according to the Naval Research Laboratory. Samples returned by *Apollo* astronauts are said to contain magnetite, an oxide of iron related to rust. It has stronger magnetic properties and is black, instead of orange.

The presence of either rust or magnetite in lunar samples implies exposure to oxygen. Many technicians, however, believe the "rusty" samples must accidentally have been exposed to a humid atmosphere on earth. There is no significant oxidizing agent such as air or water on the moon. But NRL investigators discount the accident theory. They maintain that, since magnetite requires high temperatures to form, it would not have been produced on earth.

Other scientists have noted that small quantities of water form at the lunar surface when hydrogen, arriving from the sun via the "solarwind," reacts chemically with some of the oxygen which normally is present in the exposed moon rocks and soil.

NRL also believes that not all of this water escaped into space as previously suggested. Instead, some of it had time to react with the soils during high temperature meteorite collisions, thus forming some magnetite. The magnetites, NRL theorizes, may be responsible for some of the magnetism of lunar rocks and, therefore, may hold the key to understanding the moon's magnetic past.

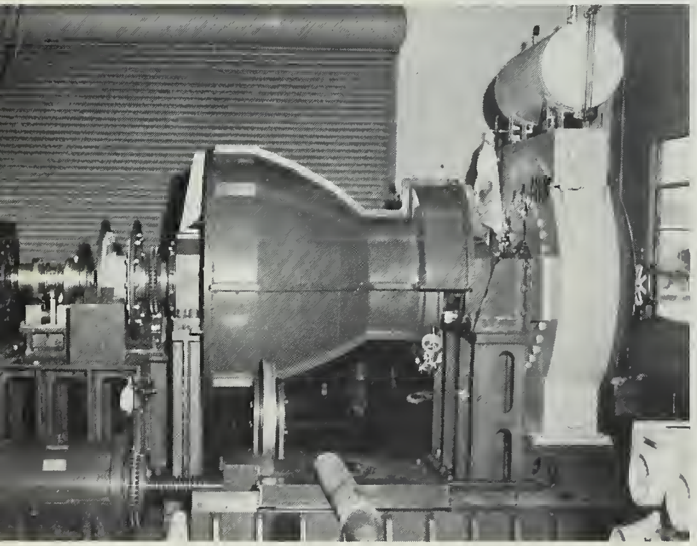
Laboratory experiments indicate that some of the dark colors of the moon, as seen from the earth, may actually result from the presence of very tiny particles of magnetite in older lunar soils. This theory may resolve the long-standing riddle of why the oldest lunar soils are always darker than the moon rocks from which they were produced by the rushing action of meteorite collisions.

Lakehurst Air Test Facility Puts New Arresting System Through Its Paces

A new arresting system is being tested at Lakehurst New Jersey's Naval Air Test Facility. It is designed to replace the Mark VII series now employed in Fleet aircraft carriers.

The system, which has been designated Mark XIV, is lighter and requires only slightly more than half the space needed by the Mark VII. Also, fewer men are required for maintenance.

The Mark XIV ia a dual-engine recovery system employing a rotary hydraulic energy absorber coupled to a purchase cable drum. The system is expected to dissipate 55 million foot pounds of kinetic energy from landing aircraft.



The Mark XIV dual-engine arresting system being tested at Naval Air Test Facility at Lakehurst, N.J., for future use in aircraft carriers.

Navy Scientists Develop Simple Device Which Allows Color-Blind to Distinguish Colors

A simple device which allows the color-blind to distinguish colors with little effort or training has been developed at the Naval Research Laboratory. It consists of a set of three filters embedded in eyeglass lenses for one eye or both. Since the filters absorb different-colored sources differentially, the viewer observes a sudden change in intensity as he moves, by a slight motion of his head, a different filter into the path of light.

The device, of course, does not enable the user to enjoy color as a normally sighted person can. It does, however, produce an intensity change sufficient to identify the color of the source. In most cases, and with properly designed filters, the intensity change is not slight or hard to observe. It is, instead, obvious and dramatic.

The NRL filters do something which is believed to be a function of the retina in the normally sighted. It is generally thought that the sensation of vision is initiated by the absorption of a portion of light by a pigment in one of the receptor cells (cones) in the retina. The absorbed energy is converted by the receptor into an electrical impulse which is transmitted to the brain by the optic nerve.

Normal ability to distinguish colors results from the presence of different receptors containing different pigments with different absorption properties. Color blindness results when one of the retinal pigments is abnormal or absent.

The device's principal value probably will be in distinguishing colored transportation signal lights. However, the same filter/lens also works for reflected light in distinguishing such items as colored circuit components.

Lightweight, Wide-mesh Jacket Developed As Protection Against Disease-Carrying Insects

A lightweight, wide-mesh net jacket has been developed by the Navy to protect combat soldiers against disease-carrying insects. Sportsmen may also find the jacket useful.

The polyester/cotton garment is treated with a commonly used insect repellant which produces a vapor barrier between the openings of the jacket's mesh fabric. The chemical repels mosquitoes, black flies and other two-winged biting insects.

The hooded jacket provides approximately 1000 hours of protection and can be resaturated or resprayed with repellant for continued use. It was expected to be available on the commercial market for sale to the civilian buyer late this year.

A chemically treated, lightweight, wide-mesh net jacket to repel two-winged biting insects is tested in the field by the U. S. Naval Medical Field Research Lab in Camp Lejeune, N.C.

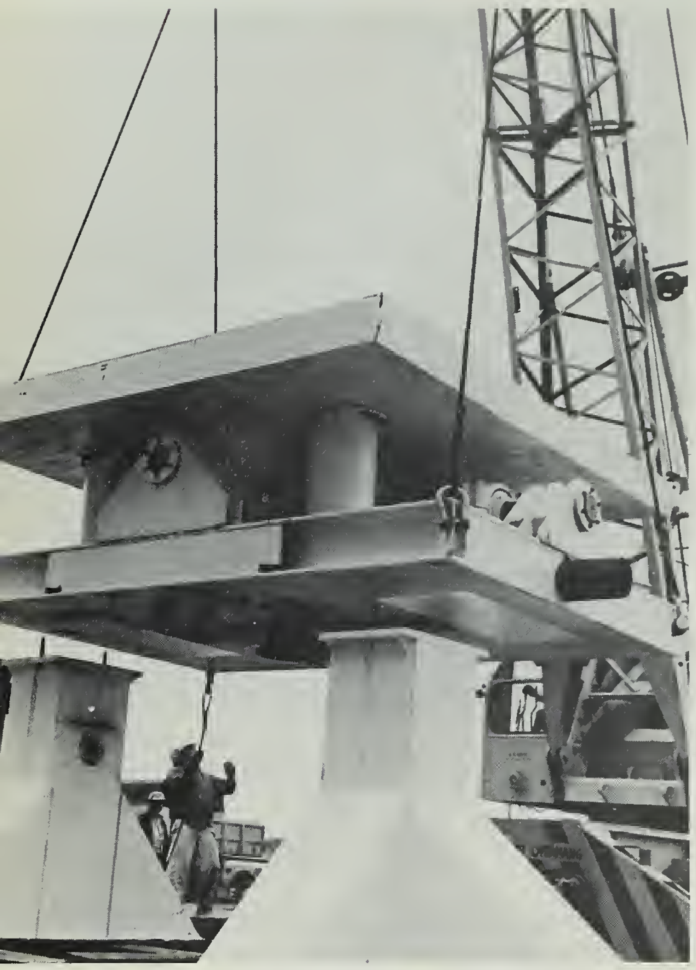
Miniature Antenna Systems May Answer Shipboard Communication Needs

Two miniature receiving antenna systems are being appraised by Naval Research Laboratory communications scientists. The systems are for shipboard application over a broad frequency band.

High-frequency communication aboard ship requires simultaneous transmitting and receiving functions on a platform of limited size. The ship's communication needs, therefore, are never satisfied because of the prohibitive number of antennas required.

The two miniature antenna systems being investigated by NRL use only a three-foot monopole antenna element. The first system's antenna element is terminated with a high input-impedance amplifier; the second with a transformer-coupled 50-ohm amplifier.

Investigation indicates the two systems have acceptable noise factors. The second, however, recorded superior performance with respect to high-intensity radiation fields. The latter system, NRL researchers believe, merits further development with a view toward possible shipboard applications.



Massive platform of the ship motion simulator is lowered onto standards. It is used as a base for the testing of a new high speed radar-controlled gun.

Ship Motion Simulator Constructed to Test High Speed Radar-Controlled Gun

For Navy technicians to build a ship motion simulator might seem like carrying coals to Newcastle; nevertheless, the men at Point Mugu's Pacific Missile Range Headquarters had a valid reason. The object: to provide controlled conditions under which a high speed radar-controlled gun could be tested.

Point Mugu's simulator served as a base upon which the gun was mounted and furnished the correct amount and frequency of motion for the test. When in use, the device imitated the pitch and roll of a ship's deck in any sea state yet under controlled conditions so the gun's performance against flying targets could be evaluated.

Massive "I" beams supported the simulator's gun platform and 2000 pounds of depleted uranium provided a counterbalance. The latter was employed because it is heavier than lead.

Despite the machine's size and weight, the ship motion simulator operated like an oversized crank. Pushbutton controls and interlocking safety devices reduced operating hazards. Point Mugu's Public Works Department engineered the building which housed the simulator and provided control facilities, viewing space and safety from spent targets for technicians conducting the tests.

NRL Scientists Use Radiation Process To Improve Bonding of Adhesives

Industry often uses adhesives to bond metal and graphite-epoxy composites. The joint usually is submitted to intense heat to "core" the adhesive. The heat curing process, however, sometimes cracks the bond, thereby seriously weakening the joint.

To solve the problem, the Naval Research Laboratory used a linear accelerator to apply electron-beam radiation to polyester adhesives. Researchers found that they could form strong joints in less than a minute.

In addition to providing an effective bond in a short time, the radiation process has other advantages. Small, portable electron sources are available which allow spot bonding. This could eliminate much of the complex rigging now necessary to heat-cure bonded structures and eliminate the need to heat entire structures when bonding small components.

Mystery of Clicking Sound of the "A Train" In Ocean Depth Has Finally Been Solved

A common underwater sound which has puzzled North Atlantic sonarmen for years has finally been identified. It comes from the small Minke whale which had never been suspected because it was considered a rare species.

Sonarmen called the sound "the A train" because its closely spaced clicks resemble an elevated train coming into a station. When a researcher under contract to the Office of Naval Research succeeded in connecting the sound to the Minke whale, it led scientists to believe the relatively small (30 feet long) sea mammal is more common than had previously been believed.

AN LPD IN MINIATURE

Miniature naval vessels are nothing new — they're used to preview the hydrodynamics of fighting ships long before any slide down the ways. The 35-foot craft at Bethesda (Maryland's) Naval Ship Research and Development Center, however, is a bit different — it carries a crew.

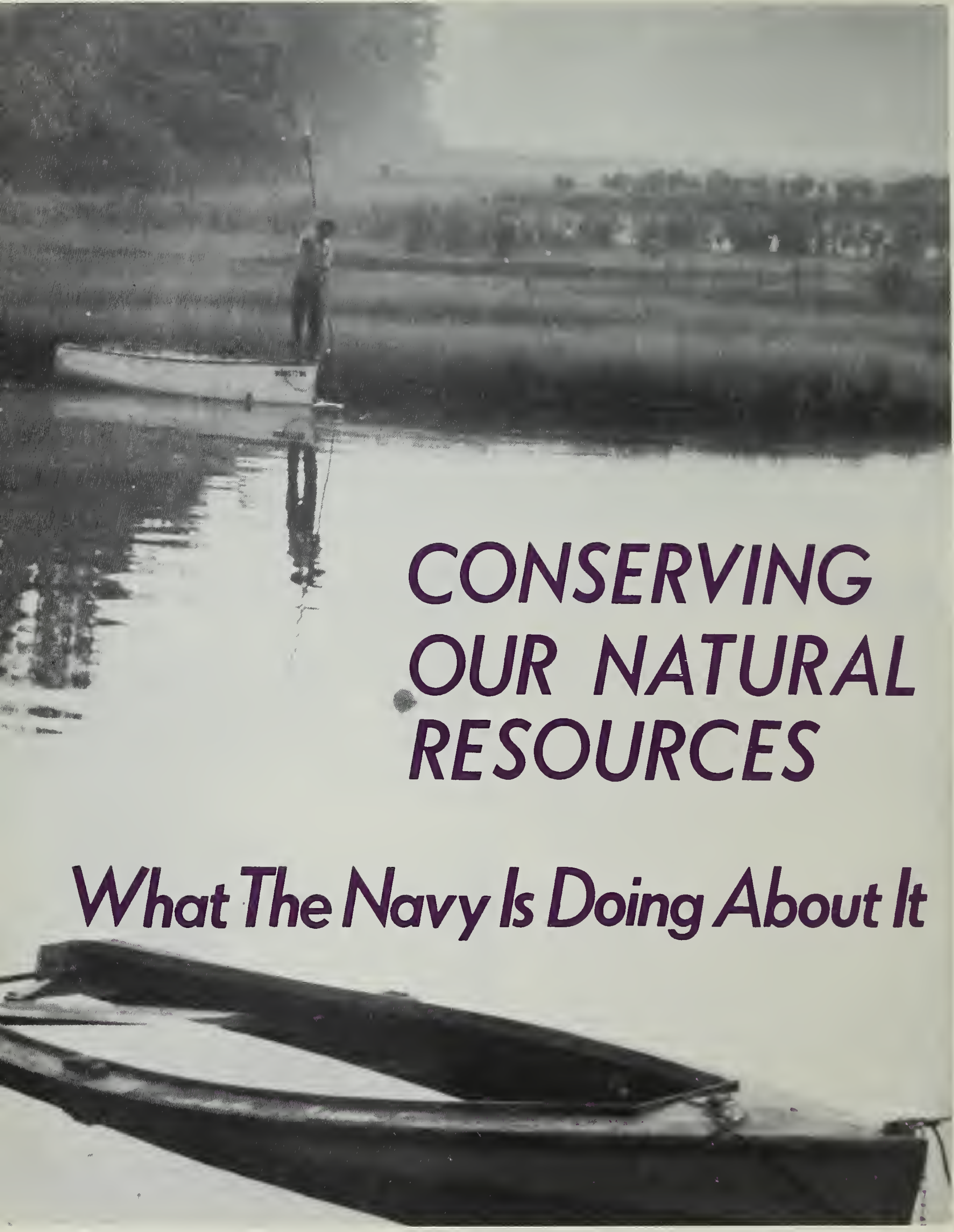
The model is a duplicate of a 570-foot, full-scale LPD and can carry two men. Built for the Naval Amphibious School at Little Creek, Va., to train officers and shiphandling personnel, the model will be used to simulate actual navigation problems through a scaled-down miniature harbor complete with channel buoys, anchorages and piers.

One of the students on board acts as conning officer while the other operates the engine and rudder controls. The conning officer's eyes are at the level they would be if he were standing on a real bridge.

The miniature vessel is a 1/16th scale model of LPD 4 (Amphibious Transport Dock) and is employed in the 16-acre Lake Chub which has been set aside for shiphandling training at the Naval Amphibious School.

Actual shiphandling, of course, requires years of training and experience. It can also involve some costly mistakes when real ships are involved. Use of this new model is expected to reduce costs and, by using similar models yet to be built, ultimately provide training for 1300 officers a year at San Diego as well as Little Creek.

Top: At the Naval Ship Research and Development Center, Bethesda, Md., the "crew" in the miniature LPD are (l to r) LCDR John Cullipher, USN, Miss Sheila Scott, and CDR Lawrence Patella, USN. Above: Two naval architects, Douglas Gregory and George Stuntz, go over the plans of a 35-foot scale-model LPD.



CONSERVING OUR NATURAL RESOURCES

What The Navy Is Doing About It

Maintaining a Balance Between Outdoor Recreational Activities and Suitable Habitat for Fish and Wildlife

The Navy is following an open land policy which accomplishes a dual purpose that seems paradoxical at first glance. For example: Increasing numbers of hunters, fishermen and other outdoor enthusiasts take advantage of the open land policy under the Natural Resources Program. During 1973 alone, an estimated two million persons used various Navy and Marine Corps installations for recreational purposes — about half a million more than in the previous year.

While opening its lands to hunting, fishing and other recreational activities, however, the Navy also makes certain that fish, wildlife, soil, water and forest conservation methods are developed. Most North American wildlife is protected from indiscriminate shooting by state and federal laws, by refuges and by growing public awareness of the value of wildlife. With this protection, the main threat to endangered species exists in the ecological field of habitat maintenance.

Today, in North America, the direct killing of wildlife is far less serious than habitat destruction. In this regard, the Navy is ensuring, in support of Department of Defense conservation programs, that suitable wildlife habitats are established and maintained whenever possible on all Navy and Marine Corps lands. More than two and a quarter million acres of land and water are under Navy and Marine Corps conservation management today.

Sanctuaries for wildlife on Navy and Marine Corps lands are found throughout continental United States, Hawaii and Alaska. The Marine Corps Air Station at Kaneohe Bay, for instance, has been declared an inviolate sanctuary for the Hawaiian Stilt, an endangered species of bird.

Another sanctuary for the protection of waterfowl and other wild birds is located off the coast of Massachusetts on Nomans Land Island and is jointly managed by the Navy and the Department of Interior. The island is host to a wide variety of migratory birds and endangered species such as the Ipswich Sparrow.

Recently, the Naval Weapons Station, Seal Beach, Calif., was declared a national wildlife refuge by Congress. A portion of the southern boundary of the station is composed of Anaheim Bay which is one of the last tidal mudflats in Southern California that is in a relatively pristine state. The Naval Weapons Station at Seal Beach is the only Navy installation to be designated a National Wildlife Refuge.

The Naval Supply Center, Cheatham Annex (Norfolk) at Williamsburg, Va., is rated by the Bureau of Sport Fisheries and Wildlife as having an outstanding fishery management program.

Many other Navy and Marine Corps installations have active, progressive programs for the management and harvesting of fish and wildlife. These are but a few examples of programs on specified installations.

Another area of the Navy's Natural Resources Program concerns the management of forest lands on Navy and Marine Corps bases. This forestry program is concerned with the implementation and utilization of techniques for improved forest management; developing ways in which land and the vegetative cover capable of living on that land is improved; stabilization of soils to inhibit erosion; and providing for the protection and preservation of forage, fish and wildlife — especially those species that are rare and endangered.

In areas where heavy timber cuts are necessary due to the maturity of the timber stands, the acreage is reforested with seedlings in order to maintain productivity. In other areas, selective thinning is undertaken to maintain a high level of desirable growing stock.

Planned forest management operations save ground maintenance costs; provide good habitat for wildlife; improve recreational potential; protect watersheds; provide buffer zones; and favorably affect the environment by oxygen production, trapping pollutants, noise reduction and improvement of the aesthetic quality of the landscape.

Overall, the Department of the Navy's Natural Resources Program continues to ensure that sound conservation programs are conducted. Through this program, some of the 40 million men, women and children in the United States, who participate in and enjoy outdoor recreational activities, may have the opportunity to pursue their interests on Navy and Marine Corps lands while protecting the habitat.

letters

Vacancies in 'A' School

Sir: Why do vacancies exist in "A" school seats when STAR/SCORE personnel are awaiting initial assignment to training? — SM3 R. A. H.

- *STAR candidates are usually 3rd class petty officers and/or designated strikers and as such are guaranteed advanced training rather than basic technical knowledge needed for entry-level job performance. SCORE candidates are guaranteed "A" school and in some cases further training. However, in order to reduce PCS costs and personnel/command turbulence, moves are programmed at a member's normal PRD if possible.* — Ed.

MA Path of Advancement

Sir: Is there a path to officer status in the MA rating? — MMC R. D.

- *Personnel in the MA rating may apply for WO/LDO in the categories that apply to their original rating or in any other rating they feel qualified for. There is no law enforcement or security officer category. However, when considering that there are only approximately 20 WO/LDO categories and almost 80 ratings this is not by any means unique to the MA rating.* —Ed.

'First' Woman Diver

Sir: Readers of your April 1974 profile of "PNSN Kati Garner, Navy Diver" might be interested to know about the first woman to qualify as a Navy diver.

Susan Blackmun Karl was one of several women completing the Navy-affiliated "Scientist in the Sea" program, which includes 10 weeks of scientific diving training at the Naval Coastal Systems Laboratory, Panama City, Fla. Then as a civilian employee of the office of the Oceanographer of the Navy, she graduated from the Naval Diving School at Washington, D. C., becoming the first woman qualified as a scuba diver with the Navy. — LCDR R. W. F.

- *We appreciate your calling our attention to Ms. Susan Blackmun Karl's diving qualifications. It seems that whenever we publish a claim to a new "first" or "only," we receive a few counterclaims from the Fleet. In this case we stand our ground. We always try to have the initial claim verified by the cognizant source in the Bureau or other command in the Washington, D. C., area prior to publication. As far as we know, PNSN Kati Garner is still "the Navy's first woman diver" serving on active duty with the U. S. Navy. She graduated as a 2nd class diver after completing a 10-week course in Navy Divers School in San Diego. Susan Karl, who is a civilian employee in the office of the Oceanographer of the Navy, underwent a three-week course of training consisting of one week of theory and two weeks of scuba instruction at the Naval School, Diving and Salvage, in Washington, D.C. We are proud of both young ladies' diving qualifications.* — Ed.

Career Pattern for E-8/9

Sir: What is the career pattern for an E-8/9 who makes pay grade in 13 or 14 years? — JOC J. F. C.

- *For the first six months of FY 74, the average time in service for members advanced to paygrades E-8/9 was 17.6 and 20.5 years, respectively. While it's true some members reach these coveted rates in the 13/15-year time frame, very early in a potential career of 30 years, they are few and far between. Notwithstanding the above, there is still a viable and challenging career for them to look forward to.*

The Warrant Officer program, once entered, opens the way to the LDO program. Even within the enlisted structure, there remain highly respected, challenging and prestigious positions in which to serve, i.e., Master Chief Petty Officer of the Command or even Master Chief of the Navy. The highly motivated, achieving individuals being addressed are only limited by their willingness to accept the burdens and the challenges of higher responsibliity. — Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, All Hands Magazine, Navy Internal Relations Activity, Department of the Navy, Room 1044, Crystal Plaza No. 6, Jefferson Davis Highway, Washington, D. C. 20360, four months in advance.

- USS *Baltimore* (CA 68) — a reunion is planned for Aug 1975 in Pittsburgh, Pa. Contact Earl A. Harding, 187 Clever Rd., McKees Rocks, Pa. 15136.

- USS *Gosselin* (APD 126) — a reunion is planned for 24-26 Oct in New Orleans, La. Contact John S. Stetz, Star Rte. 1, Box 652, Branson, Mo. 65616.

- *Pearl Harbor Survivors Association* — national convention will be held in Anaheim, Calif., 4-8 Dec 1974. Contact PHSA, Box 9212, Long Beach, Calif. 90810.

USS *Indiana* (BB 58) — a reunion is planned for July 1975 in North Carolina. Contact Adam S. Sosnowski, 7412 Henry Ave., Philadelphia, Pa. 19128.

USS *Grenadier* (SS 210) — shipmates interested in a reunion should contact Ralph L. Adkins, 804 Loma Vista Drive NE, Albuquerque, N. M. 87106.

USS *Hopi* (ATF 71) — those interested in a reunion should contact John G. Mullis, RFD 1, Dunbar, Neb. 68346.

USS *Panay* — a reunion is planned for 18-19 Oct in San Francisco. Contact D. C. Gensel, 237 Abbot Ave., Daly City, Calif. 94014.

VF 152, NAS Moffett Field, Calif. — a reunion is now being planned. Contact AMH1 Glen Gober, Navy Recruiting Station, P.O. Box 91, Mankato, Minn. 56001.

USS *South Dakota* (BB 57) — a reunion will be held on 3-5 Jul 1975 in Sioux Falls, S. D. Contact USS South Dakota (BB 57) Association, 1210 N. 12th Street, Norfolk, Neb. 68701.

USS *Johnnie Hutchins* (DE 360) — WWII vets interested in a reunion should contact Sid Moore, 7229 Burroughs Lane, Falls Church, Va. 22043.

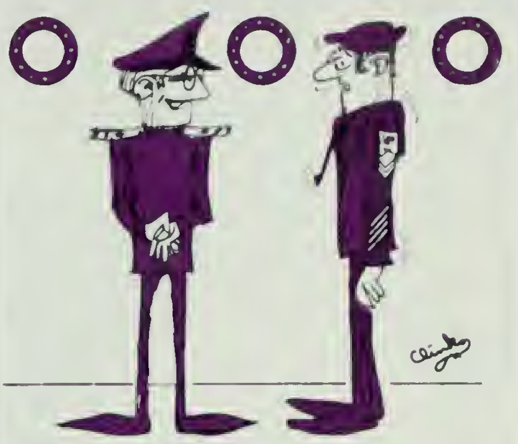
Great White Fleet Association — 30th annual reunion will be held 16 Dec 1974 in San Diego. Contact Harry S. Morris, 2880 51st Street, San Diego, Calif. 92105.

on the serious side

IC1 Jeremiah H. Paoli

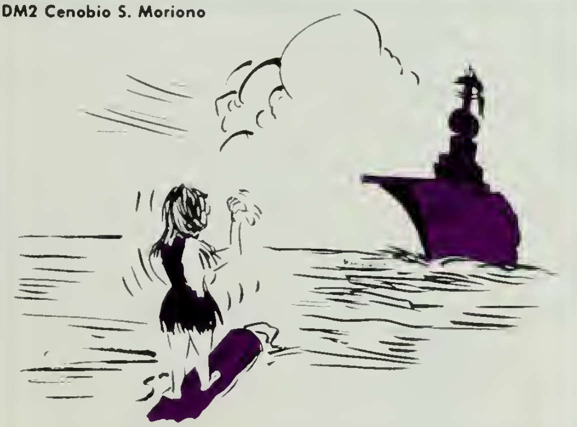
"I just called the Bureau . . . they agree, you have served in uniform, but they can't give you credit for prior service."

Based on a cartoon idea by
FTCM Robert Clinko



"OK, Boats, tell me how these *port*holes got on the starboad side of the ship."

DM2 Cenobio S. Mariano



"I'm not sure, Captain, but our radar has detected a strange object, and the radarman is acting very peculiar."

SSGT Floyd L. Choat

"Take the rest of the day off, Cruthers."

CTA1 Donald L. Winans

" 'Because' . . . is that what you tell your crew when they ask you why they should eat their carrots?"

TAFFRAIL TALK

The music makers who graduate from the Navy School of Music, Naval Amphibious Base, Norfolk, Va., are no strangers to tuneful birthday celebrations, but this year the school itself was celebrating a special birthday — its 10th as a separate command tasked with providing, as a multiservice organization, musical training for selected personnel of the armed forces.

Not that the Navy wasn't training musicians before 1964. Informal training for Navy musicians was begun as far back as 1903 in the Berkely section of Norfolk, Va.

The Navy School of Music was first established at the Washington Navy Yard in 1935. It moved to a new location at Naval Air Station Anacostia approximately 20 years ago. Marines commenced training at the school in the 1940s and in 1951, training of Army musicians also became a function of the school. Then, in 1964, the multiservice music school moved to its present location in Norfolk.

This school command, then under the leadership of Commander J. D. McDonald, was the fruition of many years' labor and the culmination of contributions from many great names in the music world, not the least being John Philip Sousa, the March King. Today's school of music, operating under the baton of Lieutenant Commander C. C. Owens, Jr., has a demanding curriculum and the requirements for entrance become more exacting all the time. As a result, musicianship in the armed forces will be on a much higher level with better trained bandmasters and performers. Bands aboard ships and military bases throughout the world are part of a way of life, with a message of musical goodwill and entertainment for the soldiers, sailors and marines of the U. S. Armed Forces.

Seems that everyone who drives aboard NAS North Island at San Diego, Calif., has another good reason for buckling up for safety's sake. Persons entering or exiting the base who are stopped by the gate sentry and found to be wearing their seat belts are awarded with a pair of free passes to the station theater; sort of like getting passes for passing — or something like that.

It comes in a plain envelope, always enclosed in a sheet of notebook paper. There is no return address, only an Indianapolis, Ind., cancellation. The notebook paper is blank.

For people assigned to the Navy Recruiting District Indianapolis, it all represents a minor mystery.

Fourteen times since the last count, an envelope containing the paper and a single dollar bill has arrived in the mail at the recruiting headquarters. No one knows why the office has been receiving this kind of anonymous donation and the speculation is wild.

Whatever the reason, the recruiters in Indianapolis would like the contributor to know that his donations have been turned over to the Navy Relief Society. Without instructions of any sort, what better place to send the money?

And they'd like him (or her) to know one more thing: There's nothing like a good mystery to make the day more interesting.

The All Hands Staff

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AT RIGHT: Crewmen aboard the Amphibious Command Ship USS Blue Ridge (LCC19) expectantly look for their loved ones as the ship docks in San Diego, following a seven-month deployment.

IT'S PEOPLE WHO MAKE THE NAVY'S PROUD TRADITION

NAVY
BIRTHDAY
OCTOBER 13th
1775-1974

ALL HANDS

in this issue:

AN INTERVIEW WITH THE CNO

DECEMBER 1974

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NAVY

ALL HANDS

MAGAZINE OF THE U. S. NAVY — 52nd YEAR OF PUBLICATION

DECEMBER 1974 NUMBER 695

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Chief of Naval Operations
REAR ADMIRAL WILLIAM THOMPSON, USN
Chief of Information
CAPTAIN RALPH L. SLAWSON, USN
Officer in Charge, Navy Internal Relations Activity

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FRONT COVER: Candid photo of Chief of Naval Operations, Vice Admiral James L. Holloway III, USN, who is interviewed in this issue. Cover and photos of CNO in lead story by PH1 Rich Pendergist.

INSIDE FRONT: An F-14 Tomcat carrier-based multimission fighter aircraft is seen performing "touch and go" landings from USS Forrestal (CVA 59). The Navy's first two deploying Tomcat squadrons have successfully completed operational readiness exercises. See page 9.

AN INTERVIEW WITH YOUR CNO

When Admiral James L. Holloway III took the helm as the Chief of Naval Operations in July of this year, he became the 20th in a line of naval leaders who have served the nation in this capacity since that office was established some six decades ago.

The highest ranking officer in the Navy, except when another naval officer holds the office of the Chairman of the Joint Chiefs of Staff, the Chief of Naval Operations is the President's principal naval advisor and the chief naval executive to the Secretary of the Navy. He is also a member of the Joint Chiefs of Staff and, as such, a principal advisor to the Secretary of Defense. His responsibilities reach out into the area of ships, aircraft and hardware, and even more important, the manpower to operate them.

Admiral Holloway has come to his new duties with a background that exemplifies those qualities the Navy demands of its top leaders, and as an example of the opportunities that the Navy has to offer. He has been a gunnery officer on a destroyer, a dive-bomber and jet fighter pilot flying from the decks of carriers, a squadron commander, a student of military science at the National War College, a commanding officer of ships, as well as a task force and fleet commander. Among his other qualifications is that of being one of the first nuclear-trained surface ship skippers—with assignment to the command of USS Enterprise (CVAN 65), *he commanded the largest Navy ship in the world.*

Admiral Holloway agreed to this interview with ALL HANDS *in order to share his views with all those men and women now in the naval service, active and reserve alike.*

The range of subjects is broad, and there is much of interest and significance to all components of the Navy family. So herewith—a look at the Navy, today and tomorrow, with the CNO.

ALL-VOLUNTEER FORCE

Admiral Holloway, in the era of the all-volunteer force, the Navy has been relatively successful in meeting its manpower requirements. What plans for maintaining required manpower strength do you have?

CNO: Our plans are focused in the areas of retention of qualified personnel now in the service, plus recruiting. We hope the recently approved Selective Reenlistment Bonus will assist our retention efforts in the critical skills. On a continuing basis we are examining other avenues such as increased training, shorter family separations, improved operating proficiency, and the concept of flexible deployments.

The recruiters have been doing a great job in their area, and I fully anticipate they will continue to do so. The new Enlistment Bonus, which has just been authorized for use by the Navy, will allow us an added dimension in that we can now offer a bonus to those enlisting and qualifying in skills we have experienced difficulty in manning.

Retention involves everyone in the Navy—it is an all-hands project. Our aim: quality people in the necessary numbers.

What do you believe are the greatest incentives for a young person to remain in the Navy?

CNO: The incentives and opportunities in today's Navy are numerous. For those individuals who have determined their goals before the end of their first enlistment, the opportunities for continued professional development and training in specialized fields, as a careerist, are unlimited. Training varies from the Navy's own vocational schools to on-the-job training and off-duty education opportunities encompassed in the "Navy Campus for Achievement" Program.

Tuition aid is available to members to achieve night school and college level credit through correspondence courses, formal classroom instruction, and attendance at accredited colleges and universities. In addition, numerous paths to a commission are available through the Naval Academy, NROTC, NESEP and many other programs.

The Navy offers careerists, and their families, the opportunity to build a solid foundation for the future in terms of job security, job specialization, advancement, and financial security through insurance, medical and health care, survivors and retirement plans and benefits.

One of the most important incentives is that of job satisfaction. The degree of job satisfaction, of course, is proportionate to the effort applied. In this regard, I should like to point out that the Navy provides a way

of life that has no parallel in the civilian community. The opportunity to lead and make important decisions concerning the defense of our Nation, and to influence the professional development of subordinates is an integral part of the careerist's responsibilities. This aspect of what the Navy has to offer, I consider to be the most rewarding, because it is a challenge that requires the development of good leadership qualities and a real dedication to the principles and tradition for which our Navy stands.

It has been said that the popularity of the Armed Services has diminished somewhat in recent years. If true, what is the Navy doing to alleviate this situation?

CNO: Popularity is indeed an illusive quality to analyze. However, a public opinion poll conducted last fall by the University of Michigan indicated the Armed Services ranked *first* among some 15 public and private institutions when the question was asked, "How well do they serve the country?" Does that surprise you? True, it may not present the entire picture, but it does give some measure of improvement in the general mood of the public toward the military. Therefore, I would submit that the popularity of the Armed Forces is on the rise.

EQUAL OPPORTUNITY

The Navy's continuing campaign against racial discrimination and its program of equal opportunity has been widely publicized and praised. How do you rate its success and what additional steps, if any, do you feel need to be taken?

CNO: Our program has been quite effective. It has increased personnel awareness of such elements as personal worth and racial dignity, inequities in opportunity for women and minority personnel, and personal and institutional racism. Our basic goal remains the same—one Navy, a Navy family that places no artificial barriers of race, color, sex or religion. We are moving firmly and steadily toward making that a reality by implementing changes within the framework of disciplined, efficient, orderly and ethical naval operations.

Our success thus far should not lull us into thinking the Navy has fully achieved equal opportunity. It is my intention to continue affirmative action plans and to implement those policies and procedures geared to guarantee equal opportunity in the Navy with the understanding that our programs are not oriented toward one race or culture—but toward the Navy.

Continuing on the subject of personnel, can you tell us if the percentages of Navy women on active duty will be changed or expanded?

CNO: Both the overall numbers and the percentage of women in the Navy are increasing significantly. The number of enlisted women in the Navy at the end of fiscal year 1973 was 8835 and will double by the end of fiscal year 1975. The number of women in the line and staff corps will have increased 20 per cent by the end of 1975.

As you can see, we are continuing to emphasize the importance of women in all facets of Navy life.

ENLISTED RATINGS

The Freeman Board has recommended major changes to the enlisted rating structure. Could you comment on these recommendations and tell us when these will start going into effect?

CNO: The Freeman Board was convened to review the Navy Enlisted Occupational Classification System, the NEOCS. The board examined the system and its problems, reviewed the impact of the all-volunteer force upon the Navy manpower situation, and studied manpower and technological projections for the 1980s.

The study found that our current rating system was not adequately identifying skills needed in the Navy, either those now possessed by Navymen or those toward which we should be training. The majority of the recommendations made by the study have been approved, and will make significant changes in the classification system when implemented.

Some of the major study recommendations are:

- Rating groups should be restructured into Occupational Fields of ratings containing similar or allied skills, which would support new shipboard organizations based on the "systems concept" and which would recognize skill changes caused by new technology.
- The number of ratings should be changed, an increase in the number of apprenticeships is recommended, NECs should be updated and the total number reduced.
- There should be four occupational skill levels upon which to base occupational standards, qualifications, and training, rather than expressing qualifications by pay grade. The nine pay grades should be continued for pay purposes.
- The planning for the implementation of study proposals is already underway. Occupational standards (quals) are under revision now and initial changes in classification and training are scheduled to occur in FY 76. The pace of implementation will be deliberate to ensure minimum disruption of the enlisted force, and ensure fleet stability. I anticipate full implementation of the new NEOCS by 1981.

One of the aspects of Navy life that many career Navy men and women eventually object to is having to move so often—not being able to put down roots. Do you think it will be possible for an individual to be stationed for longer periods in one area during his career, or to return to that same area after service afloat?

CNO: As you well know, the Navy is unique among the services because of sea/shore rotation requirements and the need to maintain required numbers of personnel assigned to the fleets. Nevertheless, we hope to be able to provide more personal stability than in the past. One of the more significant concepts which should assist us in this effort is "Homesteading," that is, a concentrated effort is made to assign personnel (who so desire) to repetitive tours in the same geographic area.

OFFICER PROGRAMS

One of the problems in the officer corps is retention of surface officers. Are there any specific plans for dealing with the situation?

CNO: I am personally concerned with the retention rate of surface warfare officers and committed to its improvement. One of the achievements of the Surface Warfare Officer Study, completed last year, was the detailed examination of every 1110 billet in the Navy to ensure that it did in fact require a qualified SWO. As a result of this study, I can now say that the SWO community is accurately defined, with hard core billets, clear-cut experience requirements and an attainable sea/shore rotation goal. Our basic aim is to enhance the sense of pride and identity within the SWO community.

Another result of the study was the expanded course of instruction at the Surface Warfare Officer School (SWOS). Commencing this year, nearly half of the newly commissioned officers ordered to sea in surface ships will attend this school either in Newport, R. I., or in San Diego, Calif. SWOS will provide these officers with practical training in division and watch officer duties as well as a practical foundation for attaining the demanding SWO qualification. Next year I expect 75 percent of the SWO candidates will attend a SWOS course, with an even higher percentage the following year.

I expect the recently approved Surface Warfare Insignia to serve as a bond for the entire SWO community. This insignia is now available to officers who are qualified.

I am an advocate of building a professionally strong surface warfare community which will attract and hold well qualified, highly competent naval officers and I will continue to support efforts in this direction.

Another retention problem in the officer corps involves aviators, especially those no longer eligible to receive flight pay. Are there any specific plans under consideration for dealing with this situation?

CNO: Yes. The enactment of the new Aviation Career Incentive Pay legislation has treated directly the problems of junior and senior officer retention. To attract and retain the junior officers, the system of payment has been "front loaded." This places the higher rates in the earlier years and offers a large increase at the time the junior aviators are thinking about making the Navy a career.

For the senior officers, there will be no abrupt loss in pay. Flight pay will be reduced gradually as the amount of actual flying decreases until the 26th year when payment stops. A transition period of 36 months has been authorized to compensate senior officers who participated in a different program which was designed to provide flight pay for a full career.

Are the current facilities for officer input—the Naval Academy, NROTC and OCS—providing sufficient officers for the Navy? If not, what plans are being considered for increasing this input?

CNO: The Naval Academy and NROTC programs are the primary sources of our Regular Navy Unrestricted Line officers each year. The Officer Candidate, Naval Flight Officer Candidate and Aviation Officer Candidate programs provide the majority of our Reserve Unrestricted Line officer input. The sizes of the Naval Academy and NROTC enrollments are limited by law. Both are approaching the statutory enrollment ceiling, have long training pipelines, and provide a steady output. Output from the Officer Candidate programs fluctuates from year to year, depending on total officer requirements. The combined output from these programs is meeting current Unrestricted Line Officer requirements; we expect that we will meet future Unrestricted Line Officer requirements as well.

HABITABILITY

What steps are being taken to improve habitability in ships now being built and those planned for the future?

CNO: In ships currently under construction we are concentrating on:

- The use of newer, fire-retardant materials.
- Bulkhead sheathing and false overheads of the suspended ceiling type, to reduce maintenance as well as improve the appearance of the surroundings.
- Food service and food preparation facilities. Modifications presently being installed in active ships are a forerunner of the type of equipment being designed into new construction and future design ships. This is a rapidly changing area and NavSea and NavSup will be keeping abreast of improvements to ensure that ship specifications will reflect the latest and best equipment for shipboard use.
- Crew sanitary spaces. This includes countertop lavatories, mirrors with adequate lighting, water closet and shower doors and shower drying areas.

Future ship designs will emphasize functional grouping of living spaces. This approach organizes berthing, dressing, lounges and sanitary spaces into an efficient, integrated living system. Berthing spaces are planned to be separate from dressing spaces and lounges to allow the individual to sleep, relax, shave and shower, or change clothes in separately assigned areas. Examples of new ship designs include two-man modular officer staterooms with built-in furniture, three- and six-man CPO berthing spaces and six- and nine-man modules employing the crew multispace functional concept.

While improvements are ongoing, much still remains to be done. Our intent in new ships is to provide installations that are contemporary with current shoreside commercial practices insofar as equipment, facilities and decor are concerned. We are paying particular attention to the individual need for privacy in the shipboard community.

CONSTRUCTION ASHORE

Where will the emphasis be in new construction programs ashore during your tenure?

CNO: For the last few years, we have been emphasizing facilities construction associated with an All-Volunteer Force, such as bachelor housing, community support facilities, medical facilities and essential operational facilities needed to improve fleet readiness. I will continue to give my total support to construction in these areas.

In addition to the vital "people" areas, we need to move ahead in modernizing our training facilities to accommodate the operational and maintenance trainers and simulators being procured for new weapons systems. At the same time, it is essential that we provide new or modernized facilities in our shipyards and naval air rework facilities that will provide a quick return on the capital investment by savings in other expenses. We will also continue our already sizable construction program to comply with air and water pollution abatement standards and laws.

Finally, we must concentrate on the more basic Navy missions in ships and aircraft while maintaining the delicate balance required in advancing that which is essential and urgent in "facilities" construction. I will make every effort during my tenure to achieve a proper and equitable balance.

There have been a number of base closings and consolidations in the recent past and others are now in the process. How will Navy be affected by these actions?

CNO: The objective of the past and ongoing realignments of shore installations has been to bring about reductions of a too-large shore establishment which would be commensurate with reductions of the operating fleet. The aim of course, is to improve efficiency and economy of operation.

During the past 10 years, the Navy experienced active fleet force level reductions on the order of 42 per cent for ships (941 to 523) and 21 per cent for aircraft (5014 to 3956). With force reductions of this magnitude, there must be a corresponding reduction and rescaling of the supporting establishment.

In this era of constrained defense funding and escalating costs, the economies achieved by the Navy's shore establishment realignment effort have allowed us to move forward with fleet modernization, new construction, and to replenish depleted inventories within limited budget resources. In achieving this objective, the Navy will benefit in the long term.

SPECIAL FORCES

The Special Forces that did such an effective job in Vietnam—how are we going to be able to hold on to this expertise?

CNO: Our UDT/SEAL and Coastal River forces provide the Navy with a high degree of operational flexibility and effectiveness. Experience has shown that this type of expertise is invaluable for "contingency response"—and nearly impossible to recreate if allowed to deteriorate significantly. Since the Navy has had to reduce in force across the board, the Special Warfare community has not been excepted. To lessen the impact of force reductions, Coastal River Squadrons/Divisions, for instance, have been taken into the Naval Reserve program with 45 per cent active duty personnel and 55 per cent Reserve manning. (This equates to 570 active and 708 Reserve personnel.) Squadrons are located in Coronado and Little Creek, with the divisions homeported in Mare Island, Great Lakes and New Orleans. Action has also been taken to reestablish Naval Special Warfare Groups in each fleet as a definitive organization with a stabilized billet structure.

A recent NavOp stated that volunteers were being sought for explosive ordnance disposal training. Is this a result of current operations in Suez Canal?

CNO: The current vacancies in the EOD program are a result of a fleetwide post-Vietnam phase-down. The Navy EOD community is a small, but highly trained and unique, corps of munitions experts. The vast majority of these personnel are career oriented and many of them became eligible for retirement during the Vietnam conflict, creating a significant shortage with the end of hostilities.

Although Navy EOD forces are heavily committed to aiding in the reopening of the Suez Canal, there is an ongoing requirement for their expertise in support of Navy operations, projects and objectives for the foreseeable future.

In the area of "contingency response," can you tell us something about the future for mine warfare and countermeasures?

CNO: Mine warfare is undergoing fundamental changes in concept, equipment and weapons. This is evidenced by the emergence of the helicopter as the principal mine countermeasures sweep vehicle, and in the increasing depth capability and state-of-the-art of mine mechanisms in existence and under development.

The last "generation" of naval mines was built for a specific mission—antisubmarine warfare. Technology has vastly improved, as shown by the MK 36 destructor used so effectively in the Vietnam conflict. New mines programs will continue to take advantage of this increased technology.

In the future are a new low-maintenance influence mine called "*Quickstrike*," a mobile mine for standoff submarine launching, and deep-sea mines with a versatile capability.

The Mine Countermeasures (MCM) force as we have known it was structured around a need for ships to sweep prior to amphibious assaults. We built Minesweeper Launches (MSLs), Minesweeper Boats (MSBs), Inshore Minesweepers (MSIs), Coastal Minesweepers (MSCs) and Ocean Minesweepers (MSOs) in addition to various support ships to cover all the contingencies. However, this multitude of craft cannot sweep a modern minefield head-on with any degree of safety for ship or personnel. Further, as mines have become more difficult to actuate by sweeping and as airborne deliveries have improved, it is recognized that enhanced mine countermeasures are needed for all types of naval operations.

We are currently looking at several approaches to MCM, while retaining the MSO in commission. The helicopter is excellent for relatively shallow water sweeping and is expected to be a good minehunting platform. It is mobile and rapidly deployable wherever needed.

The hovercraft may well prove competitive, as might possibly the hydrofoil. For deep-sea MCM, a ship, probably dual-missioned, appears to be preeminent. A surface minehunter/patrol craft combining small size and a specific mission may well be the logical Naval Reserve Force ship, in keeping with the total force concept.

NAVY'S ROLE IN WORLD AFFAIRS

Do you think the U. S. Navy's role and/or influence in world affairs is increasing or decreasing?

CNO: I believe our Navy's role in world affairs is expanding and its influence increasing. From the founding of our nation, the United States has had a magnificent seafaring tradition. Since the beginning of the century when the United States became a world power with overseas interests and responsibilities, the Navy has played an increasingly important role in national foreign policy.

The involvement of the United States with the rest of the world continues to grow. We import more raw materials from overseas than ever before and must therefore sell more products overseas to maintain an even trade balance. Although we are not committed to the role of the world's policeman, we are interested in stable regional balances of power. So long as our involvement with the rest of the world increases, the importance of the Navy will also increase.

In time of war, the Navy has provided a fundamental element in the defeat of overseas enemies. Since the end of the last world war, the Navy has continued to provide a key element in deterrence of aggression at all levels. Increasingly, due to its inherent mobility and flexibility, it has been the Navy which has been employed in response to crises, increasing tensions and to instability in overseas areas where American interests are involved.

I feel that the country's involvement with the rest of the world will increase, that the Navy's role in deterrence will continue and its unique suitability for bringing the national military power to the scene of crises will find greater application in the future.

What is the significance of the comparison of the U. S. and USSR in terms of the security of the United States, freedom on the high seas and world peace?

CNO: We are an island nation—dependent on the sea for access to our allies and the resources and markets essential to our economic growth and prosperity. Throughout the world, nations are becoming more interdependent for resources, products and services. Freedom on the high seas is *more* important to *more* nations than ever before.

Certainly, this fact is not lost on the Soviets. Although they are not so dependent on the seas, they have built a formidable navy, particularly in submarines, in order to become a maritime power with worldwide influence, capability and interests. My concern is that we, as a truly maritime nation, clearly recognize our vital dependence on the seas. Because of our worldwide commitments, we need a Navy not second, not equal, but superior to any other in order to preserve and protect freedom of the seas.

Our sea power played a major role when crises confronted us in such areas as Lebanon, the Dominican

Republic and Cuba. With respect to the Cuban missile crisis of 1962, our clear superiority in sea control was what enabled us to enforce a quarantine. We stand now at a point where the naval balance between the United States and the Soviet Union could tip either way.

Unless we intend to relinquish our position of maritime supremacy, we must vigorously pursue the modernization plans now in progress to return our Navy to the precedence that we have enjoyed in the past. If we do not have the individual and national will to maintain the capability to assert authoritative control over the sea areas on which we and our allies depend, we may come to face the prospect of having to negotiate from a position wherein we do not have equal advantage. In short, I believe that freedom of the seas, security of the United States, and world peace are interdependent and rest in large measure upon the Navy's visible capability to deter encroachment by any potential aggressor.

Are you optimistic about the Navy's ability to obtain necessary funds to carry out its fleet modernization?

CNO: During the recent past there has been worldwide recognition of the strength and sophistication of the Soviet Navy. I am encouraged by the growing perception of the American people of the danger inherent in permitting the Soviet Navy to become increasingly more capable than the U. S. Navy.

Our Five-Year Defense Plan reflects a well balanced program to modernize and improve our fleet capability vis á vis the Soviet Fleet. The Congress has in the past been prompt in providing those funds necessary for programs vital to national security, and I believe that the leaders in our nation consider that a Navy second to none is one such program. For that reason, I am confident that the funding necessary for fleet modernization will be made available, provided, of course, that we continue to make the most efficient use of the funds provided.

Here are highlight excerpts from a recent interview by Chief of Naval Operations James L. Holloway III with members of the Pentagon press:

Concerning the state of affairs in the Navy:

- "I feel that the organization is sound. Essentially our morale is good. Our material equipment is satisfactory. We have new weapons systems coming into the Fleet that I think will be superior to any of those that our competitors will be introducing. Those are on the plus side. On the other side, I recognize the fact that we still have lots of work to be done in recovering from the erosion of personnel readiness and ship maintenance that occurred as a result of the very high operating tempos of the Vietnam war.

"We've got to work to recover from our 'over-tempoing' of the past eight or nine years and move on into the future."

- "In the next year our force levels will drop below 500 ships. That is of great concern to me as I see the continued building of the Soviet maritime capability . . . . The trend has been that we would "bottom out' in about fiscal '75 or '76 in numbers of ships before our new ship construction program would start paying off in increasing numbers."

Concerning the greatest strengths of the U. S. Navy in comparison with the Soviet Navy:

- "I would say that the greatest strengths of the U. S. Navy are the fact that we have a force, today, of 15 aircraft carriers and they (the Soviets) have no attack carriers as we visualize them, talking at this point in time. I see as a great strength in the U. S. Navy our submarine force quality. I see a great strength in the U. S. Navy in the quality of our ships, across the board; in their design for the tasks for which they are intended.

"Finally, I think probably one of our greatest assets is: our people are better—they are more imaginative, with greater resourcefulness—and we have veterans. We have pilots who have flown over 200 missions in combat—we have destroyer skippers who have spent four or five years on the gunline—we have a lot of combat veterans in the U. S. Navy."

Concerning the Soviet Navy:

- "Their strength, I would say, number one, is their submarine force, as it exists, and also their submarine production capability. A second great strength is their technological position with regard to surface-to-surface antiship missilery. I think a third strength is their air-to-surface missilery, or the air-launch antiship missile weapons which they have."

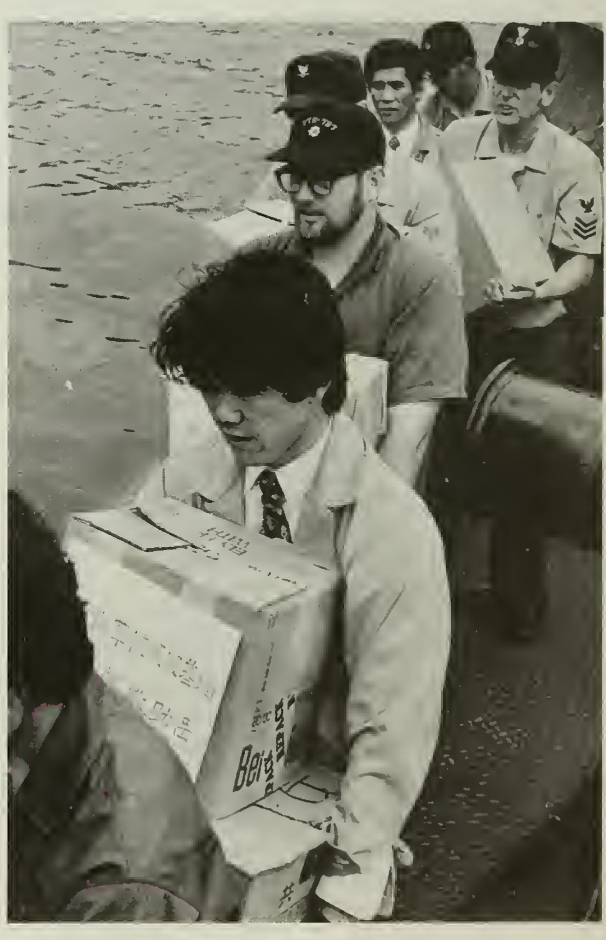
Concerning new equipment and weaponry:

- "The Navy designed the F-14 for Fleet tasks and we think it does that job magnificently. The F-14 has been operating off USS *Enterprise* in the Pacific Fleet. This is its fleet introduction, and our experience has been that the aircraft's performance has exceeded expectations."

- "With the reduction in the total number of ships in the Navy, we have got to gain a greater multipurpose capability in each unit. I believe that we must emphasize in the U. S. Navy an offensive capability and that offensive capability would reside in missiles, such as *Harpoon* and extended *Harpoon*, or a long-range cruise missile that we might see in the future."

IT'S ALWAYS THAT SEASON

Above: A harbor tug (YTB) of the same class as USS Kittanning. Below: Over 3000 pounds of relief supplies are unloaded from Kittanning.



HELPING HANDS

"Goodwill towards men" is a traditional Christmas greeting. Yet, in this sense, it is Christmas all year long for many U. S. Navy men and women.

Traveling all over the world, they sometimes witness sad and unfortunate events and sights, the ravages of hurricanes, poverty in underdeveloped nations, people without the basic necessities of life and children with no chance to receive an education. It is to the credit of the nation, the service and the individuals that Navy people willingly respond with unselfish goodwill, helping those less fortunate.

There are many official programs designed for such purposes. Operation Helping Hand in Vietnam, the Navy Civic and Domestic Action Programs, Project Handclasp and the Seabee Team Programs, to name a few. But, the individual sailor still remains the basic factor in a formula which amounts to a true humanitarian concern.

Working as a team, the crew of a Navy command or community often comes to the aid of those in need, using all the resources at hand and plenty of individual ingenuity to accomplish a mercy mission. One example: earlier this year an earthquake struck the city of Shimoda, on Japan's Southern Izu Peninsula, where several hundred houses were damaged, numerous injuries

Above: USS Forrestal (CVA 59). Below: Hungry refugees from floods in Tunisia crowd about a helicopter from USS Forrestal.

were sustained and several deaths were recorded. The city was a shambles, and its main industry, the tourist trade, was totally disrupted. Immediately, individuals of various local Navy commands and Seventh Fleet ships, along with local social and religious groups, responded with contributions of money, canned goods, bedding and household items. The large harbor tug USS *Kittanning* (YTB 787) delivered nearly 3000 pounds of relief supplies and a check for 893,000 yen ($3200) donated by U. S. Navymen.

In another huge disaster, people in the flood-stricken Medjerda River Valley in Tunisia were near starvation because relief supplies were being used up more rapidly than they could be replaced. Bakers aboard the carrier USS *Forrestal* (CVA 59) responded by working through the night to make 1600 loaves of bread. These were airlifted by the ship's helos to the Tunis Airport and then delivered along with other supplies to flood victims stranded by the raging water.

U. S. Navy ships have responded on a smaller scale to the needs of others. Hardly a year goes by when one doesn't hear of Navy members painting an orphanage or donating books to a school located in a remote jungle.

The men of USS *Davidson* (DE 1045) are an example. During a WestPac cruise they took up a collection for an orphanage in Olongapo City, Republic of the Philippines. They reached their original goal of $500 in the first hour and ended by donating a total of $850 to the home. Rugs for the orphanage were also donated by another U. S. Navy ship's crew. Navy people at nearby Subic Bay Naval Base and Cubi Point Naval Air Station regularly contribute to the orphanage's cause.

Crewmen of USS *Bryce Canyon* (AD 36) undertook

another project for orphans last year. While deployed to Kaohsiung, Taiwan, they discovered that the nearby Ping Tung Orphanage needed repairs. Each weekend, men from *Bryce Canyon* traveled for one and a half hours over extremely rough roads to do what they could to improve the facilities. They screened windows, repaired the roof, dug a well, and accomplished electrical rewiring. They also topped it all off with a Christmas party for the children, complete with gingerbread men, candy and soft drinks, and gave the children a large Christmas gift, four swing sets.

This same spirit of humanitarianism is displayed by stateside commands as well. Four Navymen from NTC Bainbridge, Md., last year helped residents of the nearby town of Port Deposit convert an abandoned schoolhouse into a community center for the children. The basement was made over into a recreation hall for special events, and other rooms were furnished with pool and ping-pong tables. A library and reading room, and an arts and crafts center were also built in the old school. The surrounding seven acres were cleared for basketball courts, baseball diamonds and a picnic area.

Another example is the men of the Navy Cargo Handling and Port Group of Williamsburg, Va., who heard about a poor family in the area who needed help improving their home. The family was not eligible for public assistance, yet they were unable to pay for the needed improvements themselves. Their two small sons were subject to colds and other troubles because of inadequate shelter and substandard sanitation. The local social services bureau had acquired money through community appeals and the Navy men pitched in and built the family a new, two-room, cinder-block house, including indoor plumbing, electricity, insulation and a wood-burning stove. Area Navy Wives' clubs donated furniture for the family's new home.

Navy Wives' Clubs all over do similar good work. The club at the Naval Communications Station, Honolulu, has adopted a young Indian boy. Since the father was unemployed, the Navy wives contributed to the boy's support and education. The ladies and their children also write regularly to him and his life is now a little better because of his many new friends.

The Enlisted Wives' Club of the carrier USS *John F.*

Facing page: Top: USS Davidson (DE 1045) Middle: Taiwanese kids like gingerbread men, too. Bottom: Taiwanese children enjoy treats.

Right: USS Bryce Canyon (AD 36). Bottom: SM3 Wood gets some help in repairing screens. Below: DTC Harrington collects an audience while repairing window screens.

Kennedy (CVA 67) made life a little easier for another youngster. They collected funds to aid in purchasing a specially designed wheelchair for a 13-year-old paraplegic undergoing treatment in Kansas City. The boy, one of a family of six children, will be better able to get around on his own now, thanks to *Kennedy's* wives.

Navymen and their wives, acting as individuals, have also done many good works for others. A master chief boatswain's mate and his wife, stationed in Charleston, S. C., spend long hours collecting cake box bonus gift coupons with which to purchase kidney dialysis machines for the Medical University of South Carolina. At last count they had accumulated more than 2.5 million points and purchased three such machines. They are hard at work on their fourth purchase.

Another couple, Machinist's Mate 1st Class Reed F. Sampson and his wife Kathy, stationed in Norfolk, have taken an active part in the battle to help prevent infant crib deaths, a disease of unknown origin which is the leading mortality cause in this country of infants between two weeks and one year of age. After the loss of their own son they became members of the Tidewater Guild for Infant Survival, Inc., a nonprofit group formed to combat the disease and help others who have lost children because of it. They both spend a great deal of their time speaking to local groups about infant crib deaths, including the Navy Wives' Clubs in the area.

These are only some examples of the many good works Navy men and women have done and are continuing to do. Hundreds of similar events occur each year. In addition, there are thousands of Navy people who donate their time as Boy Scout leaders, Little League managers, Sunday School teachers, drug abuse counselors and in dozens of other useful activities. Most go about their business quietly, receiving no applause or even recognition. Most of them would probably not want it anyway, for they are satisfied with the knowledge that they have done their share towards promoting goodwill towards men—and, peace on earth. This Christmas let's all take a second to look around us and consider what each of us might do to aid our fellowman.

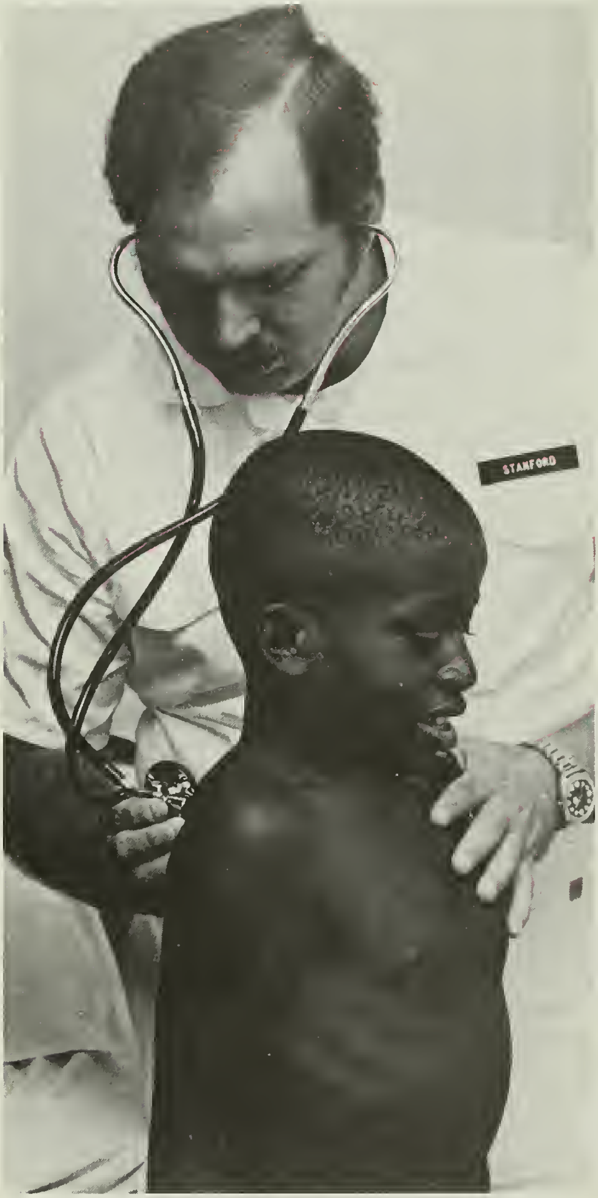
—JO1 Tom Jansing, USN

Operation Shipmate

Operation Shipmate, which began in 1969 at the Naval Station Charleston, S. C., involves youngsters ages 11 to 17 from an environment that offers little chance to develop many healthy interests.

Since inception, more than 1776 underprivileged youths have participated in one of the 10 four-day sessions held each summer. Hosted by the Navy, the operation is sponsored jointly by a local commercial company and the Charleston Office of Economic Opportunity.

Development of Operation Shipmate's schedule is based upon the needs, interests and abilities of youths. The basic principles are to provide opportunities for participation on an individual basis, to include group activities, to have many and varied activities, to enlarge the youngsters' interests for satisfying and rewarding experiences, and to furnish opportunities for participation in out-of-doors activity.



Above: "Breathe deeply," HM2 Stanford instructs a cooperative youth. Right: A thorough dental exam was included, the first for many participants.

The four-day schedule represented both mental and physical challenges. Shipmates were given vigorous calisthenics each day. Marine Barracks personnel supervised a modified Marine physical fitness test during each session. Those who passed the test were awarded official AAU certificates. Physical fitness was stressed along with nonsmoking and drug education.

Each Shipmate was also given a physical examination by the base medical department. If problems were found, the youth was referred to the proper authorities for treatment through the Office of Economic Opportunity.

High points of weekly sessions were tours of ships in the area. Here Shipmates watched Navymen, some not much older than themselves, involved in essential and technical work. Other highlights included eating at Navy galleys, barracks life, a tour by tugboat of the Navy waterfront, evening movies, basketball, bowling, volleyball, softball, swimming, a fire drill and demonstration of firefighting equipment.

On the final day of each four-day session the young men were treated to a picnic where commanding officer trophies were presented the top three picked as "Captain's Choice," "Counselor's Choice" and "Camper's Choice."

Measures of Operation Shipmate's success are indicated by the happy, self-satisfied look on the face of every youth at sessions' end, and by the sense of accomplishment the volunteers gain themselves.

—Story and photos by PH1 Milt Putnam

Right: This was the first time they had been given a TB skin test. Below: MT2(SS) Kelly Conners gives advice to two young swimmers.

TWO-PRONGED NAVY PROJECT

TINIAN COMBO

Above: Tinian Mayor Antonio S. Borja coordinates project with 1st/LT Leo Donihue, one of the Civic Action team leaders. Lower right: Steel beams were welded across an irrigation reservoir/ pumping station. Later, a covering over the beam will protect the system from small animals. Upper right: SGT Espiridion Martinez pulls weeds on top of an ancient Latte Stone. Below: PFC Eugene Hedy offloads cement.

USS *Monticello* (LSD 35) got two birds with one stone during her recent two-pronged endeavor on the island of Tinian. The event showed that the Navy can combine a necessary exercise with a humanitarian Civic Action Program.

Actually, *Monticello* carried out a comprehensive, high-impact, three-day Civic Action Program before undertaking a two-day landing called Exercise Quick Jab.

Upon arrival from Guam at Tinian in the Marianas in June, 200 Marines of "D" Company, Battalion Landing Team 1/4 and 100 sailors were offloaded from *Monticello* along with heavy road grading and repair equipment. *Monticello* is skippered by CDR John J. Flynn and the Marines aboard were led by Marine CAPT Ken Cole.

In soaring temperatures the sailors and Marines accomplished road grading projects and repairs to vehicles. They also undertook partial construction of the island's Civic Center while painting other structures. Minor construction and welding jobs were also completed during the three-day program.

Welders repaired equipment parts and a broken irrigation system. Painters spruced up the island's municipal buildings and also added new screens to the schools. Heavy equipment operators spent the period grading the island's roads and putting them into excellent condition while clearing underbrush and 3000 square yards of beach area. A historic site on the island was also cleared, while basketball nets and backboards were installed in the Tinian Civic Center.

Numerous bags of cement and 2000 cement blocks

were offloaded from *Monticello* for use in a separate building project being accomplished by the islanders themselves.

Making friends was also part of this Civic Action Program. A jeep and water trailer, street lights, bulbs, screens, sporting goods, paint and tools were donated to the islanders.

Following the day's construction and repair work, the battalion's Marine band entertained. Highlight of the affair was an evening barbecue for the men who took part in the program.

Nor was the ship herself ignored. The ship's small craft ferried islanders to and from shore for shipboard visits and a closer look at the dock landing ship.

The Tinian visit was wrapped up by Exercise Quick Jab, a small-unit exercise which included an afternoon rehearsal and a predawn landing at Unia Lam Lam Beach on Tinian's northwestern shore. This was the same area of the World War II landings on the island; the beach is now part of the island's military retention land.

Monticello's mammoth stern ramp was used in the landing debarkation which was preceded by a Navy Underwater Demolition Team and an advance party of Marines who were landed on the beach in rubber rafts the evening before the main part of the exercise. The frogmen, once ashore, charted and marked the best path for the LTVs—tracked landing vehicles—which followed later.

Approximately 150 Marines were landed on the small beach during the rehearsal phase of the exercise. Thanks to their efforts and those of the Underwater Demolition Team, the following landing on Unia Lam Lam Beach just before dawn brought Exercise Quick Jab to a successful conclusion.

—Story by LT Dale R. Wilkerson
—Photos by PH3 Scott Stuart and
LT Wilkerson

ICE ISLANDS

Drifting Stations in the Arctic

T-3, known also as Fletcher's Ice Island, is a section of glacier ice, now about 100 feet thick, which has been under observation since 1948 and occupied intermittently by U. S. groups since 1952.

A number of other United States Arctic drifting stations have been in operation for varying periods of time, including Station Alpha which was established on an ice floe in 1957. Station Charlie, another U. S. station to be located on a floe, was set up in 1959 as a joint venture between the Office of Naval Research and the Air Force.

For many years T-3's camp has been occupied, initially by the U. S. Air Force and, since 1962, maintained and supported continuously by the Naval Arctic Research Laboratory which is operated under contracts by the University of Alaska and ITT Arctic Services for the Office of Naval Research.

Beginning in 1960, the Arctic Research Lab has established six additional drifting stations in the Arctic Ocean. ARLIS I *(Arctic Research Laboratory Station) was established on an ice floe on 10 Sep 1960 by the icebreaker* USS Burton Island.

In order to reach the floe, the icebreaker had to penetrate the Arctic pack ice more deeply than had been done at any time previously. ARLIS II, *a second ice-island station, was established in May 1961. It was evacuated near the Arctic Circle east of Greenland after four years of continuous occupation.* ARLIS III, IV, *and* V *were small, temporary stations set up on the ice pack for about three months each during the spring of 1964, 1965 and 1969 respectively, about 150 miles northeast of Point Barrow.*

All the drifting stations have now been abandoned except T-3 which is on a standby status.

Here is an account of the ice islands and the hardships endured by the men who brave life on a drifting ice block to probe the secrets which affect weather, the environment and commerce.

Fletcher's Island isn't on any tropic cruise itinerary. It is, in fact, a floating block of ice that was "discovered" electronically before it was ever sighted. The island is also known as T-3 from the first radar contact (see below) which hinted of its existence back in 1948. The Air Force then found it adrift in the Arctic two years later. Fletcher's T-3 ice island is now a floating platform from which Navy scientists probe the secrets of the Arctic Basin. These are of considerable importance to the Navy and mankind in general.

About 10 per cent of the world's ocean area is covered all or part of the year by ice. It is, therefore, a justifiable supposition that such ice has a profound effect on weather, the environment and commerce. That's why the study of what goes on in the Arctic's watery regions is important.

Among other things, the water's ice cover effectively reduces heat exchange between atmosphere and the ocean by reflecting solar radiation in summer and suppressing the ocean's heat loss to the atmosphere in winter. Not only does the presence or absence of sea ice affect the interaction of atmosphere and ocean in the polar regions, but also it probably affects the entire globe, or at least a large portion of it.

Fletcher's Island, one example of several floating ice islands, has had a long history of service to science. In 1950, the drifting ice block was identified as "Radar Target Number Three" when it was 850 miles from the North Pole and drifting northward. When the floating island was 120 miles from the North Pole, it was

Left: A weasel tractor was the primary means of transportation on this barren ice island, one of the most desolate places inhabited by man. Below: Rock formations are scattered over the snow-covered surface of the ice island, Arlis II, floating in the Arctic. At deepest point, the ice was 50 feet thick.

occupied by Air Force Colonel Joseph O. Fletcher and others but the Air Force left it when the ice island became relatively immobile near Point Barrow in spring 1960. On 12 Apr 1962, command—or custody—officially was transferred to the Navy's Arctic Research Laboratory.

During the years in which Navy scientists have occupied the island, a considerable amount of information about arctic environment has been gathered, although a complete understanding of the interaction of ice, water and atmosphere still eludes them. These secrets, however, may yield to scientific investigation when all the data are collected.

Aims of the Joint Study

Since 1969 the Navy has been joined by several federal agencies and private institutions to study the interaction between the atmosphere's field of motion, the ice pack and the liquid ocean. The study aims at predicting ice movements and "deformation," and the heat exchange between the ocean and the atmosphere.

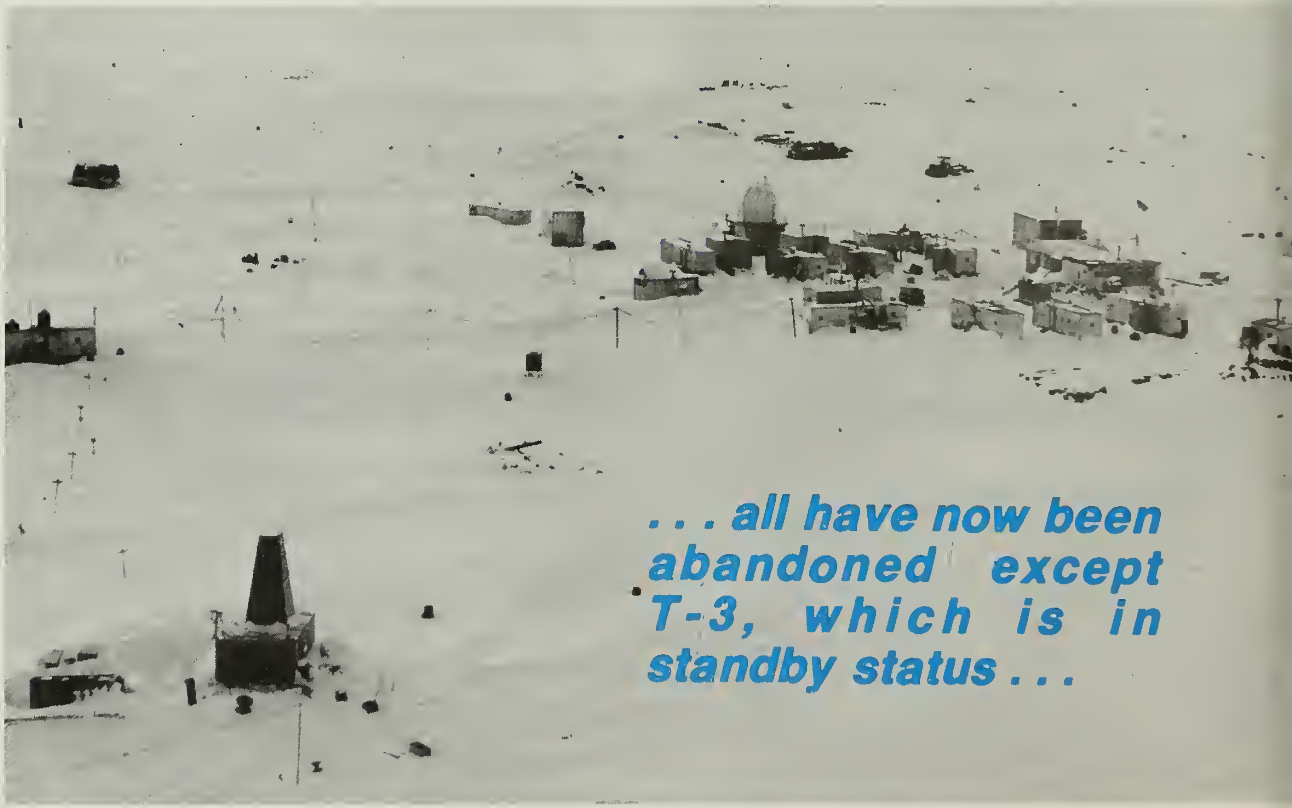
Prediction of ice conditions, of course, is also basic to the operation of both surface ships and submarines. A knowledge of ocean atmosphere heat exchange is necessary to understand the interaction between what is called "polar heat sinks" and global climate.

The joint project to study polar ice and its various effects was proposed in 1969 and is still underway. It is called AIDJEX for Arctic Ice Dynamics Joint Experiment and aims at answering questions relating to ice "deformation," how it relates to stress and strain, internally and externally, and how the heat balance is affected.

The answers to the questions of the joint project were considerably hindered in the beginning by the inability to predict the internal ice stress or even measure it directly. With an array of ice stations, however, it seemed possible to find at least a part of the answer. Researchers have also obtained data and scientifically valuable descriptions of the ice in the test area through frequent aerial survey flights and current "sensing" techniques.

The transfer of momentum between atmosphere, ice and ocean is regulated by the roughness of the ice topography. At the same time the topography of the ice is itself affected by the strains generated from wind and water stresses. The relationship of these stresses and strains is the subject of study. Scientists are also striving to develop a valid method of estimating bottom roughness of ice formations and they feel this may be achieved through airborne observations of top surfaces, and then relating the top and bottom "profiles."

The scientific research on ice floes and pressure ridges has already provided an insight into the physical processes by which the ice pack is deformed. Important in this research is the continued observation of the spacing and length of pressure ridges in the ice and fracture patterns with the surrounding ice.



. . . all have now been abandoned except T-3, which is in standby status . . .

To the layman the subject is a complex one, but one essential fact that he understands is that the changing condition of the ice can be a pivotal factor as it concerns the exchange of heat between ocean and atmosphere.

The work accomplished by Project AIDJEX and the ice islands will culminate in the formulation of a "predictive" model which, hopefully, will yield forecasts of ice formation and drift on the basis of a few easily measured quantities. Such a model will make it possible to estimate from a given atmospheric pressure field what the ice conditions in a certain location will be. Predictions will also be possible to the extent that atmospheric pressure can be forecast.

In the end, AIDJEX information will be correlated with the modeling on a global scale of atmospheric and oceanic circulations. Only then will it be possible to examine the global consequences of natural or artificial modifications of the arctic ice cover.

Below: The icebreaker USS Edisto was used in evacuation of ice island Arlis II. All Navy icebreakers have since been transferred to the Coast Guard.

Enduring Hardships

When reading about arctic research, it is difficult to imagine the hardships endured by the men who do such work. Some excerpts from a report concern activities supported by the Office of Naval Research and the author writes about Fletcher's T-3 Ice Island and ARLIS II, another ice island which, for a time, drifted within a short distance from Fletcher's Island. ARLIS II, however, lost its usefulness when it drifted into the Greenland Sea. Here are a few typical passages excerpted from the report:

"The year 1964 started with true arctic weather on both stations. Wind and cold hampered all operations, especially the continuing flights to supply fuel using the DC-4 aircraft. Storms, blowing snow and mechanical problems with the aircraft continued to plague the resupply in spite of tremendous efforts. At the end of

Bottom: Sun and wind form fantastic shapes out of ice floes.

ICE ISLANDS

January, the official temperature at ARLIS II was −55 degrees Fahrenheit and the temperature at T-3 dropped below the scale on all available thermometers. The temperature was estimated to be −72.5 degrees Fahrenheit. At the end of the month, the appearance of twilight to the personnel of T-3 was highly encouraging, though very dimly manifested on the southern edge of the horizon.

"The month of February brought sunlight and the beginning of a solution to the fuel problem at ARLIS II and T-3. The first C-130 aircraft load of fuel from Thule, Greenland, was delivered to ARLIS II on the 19th. Later loads replaced the DC-4 *Cat* (tractor), which had been giving trouble and was sorely needed for work on the airstrip. These deliveries marked the beginning of the end of an extremely trying and frustrating period for all hands concerned.

"The author personally recalls this time as one of dogged persistence well tried by wretched frustration. One bright point that did mark the month was the establishment by the Arctic Research Laboratory of ARLIS III, a small temporary floe station (for magnetic studies) . . . thus, for the short duration (101 days) of ARLIS III, the United States had three drifting stations in the Arctic Basin lying in the region from 100 miles north of Barrow to 150 miles south of the North Pole.

"March saw more fuel delivered to each island. The comfortable supply of fuel and the rapidly increasing daylight made the storms of blowing snow seem less severe and the labors of clearing and shoveling much easier. Many windy days at both stations meant that many days were spent dragging the runways. The uninitiated would find it hard to imagine how greatly the depressive combination of cold and darkness affects men's everyday lives. The simplest tasks become chores and difficult tasks become well-nigh impossible."

In May 1965, the position of ARLIS II had ended its usefulness as a floating observation station and USS *Edisto* had been sent to evacuate its personnel.

The report for that period records, "On 5 May, the winds again shifted the ice enough to open a few leads and the next day *Edisto* closed to within 17 miles of ARLIS II. The commanding officer and LT Boosman flew to the island by helicopter, landing on ARLIS II at 1430 amidst a very happy scientific party. The next two days proved to be the most difficult for *Edisto*. ARLIS II was surrounded by a five-mile ring of very thick, well-cemented polar pack. Outside this ring was another 10 plus miles of 10/10ths polar ice cross-hatched with thick pressure ridges and heavy floes. The ship battled the ice for three more days and closed 11 more miles with the island. On the afternoon of the ninth, the ship moored to the ice 6.7 miles from the camp, on the edge of the doughnut-shaped ring of heavy ice, which surrounded the station.

"Flag-lowering ceremonies were conducted and the physical removal of equipment began. Helicopter

...DOWN TO THE LAST

Keeping Fletcher's T-3 Ice Island supplied with fuel was always a problem and 1974 has been no exception. At one point, the men on T-3 were down to their last barrel of fuel oil. If a plane couldn't get through, death was almost a certainty. Antarctic Development Squadron Six (VXE-6) which had had similar experience with such problems at the other end of the world, was called upon to help. Even these old hands, however, declared a landing on T-3 to be a hair-raising experience. Here is an account of their first mission to T-3 and how it felt to travel at 100 miles per hour on skis across a block of ice floating in the Arctic Ocean.

"The flight (by LC-130, ski-equipped *Hercules* transport) to T-3, 300 miles from the geographic North Pole, began after the four-engine, VXE-6 aircraft stopped in Canada and Thule, Greenland, to pick up a scientist and a special snow-removal caterpillar.

Navymen and scientific workers on T-3 unload bladders of heating oil delivered by Hercules aircraft from Antarctic Squadron VXE-6.

operations were hampered by poor visibility and 'whiteout' (sudden and complete loss of visibility). The condition, however, did not affect the arrival at the ship of a weasel train with 3500 pounds of equipment from ARLIS II after a two-and-one-half-hour trip across the ice. . . .

"The honor of being the last man to leave the station was given to Carl Johnston in recognition of his long tour on the island. Carl spent a total of 41 months on ARLIS II. . . .

"In the course of the four-year lifetime of ARLIS II, the station was used by 14 separate research projects, 118 scientific personnel, 132 support staff, visitors, etc., and 87 members of aircraft crews for a total of 337 people. The saga of ARLIS II was completed, but the drifting research station programs continue with the investigations being carried out by T-3."

The report continues, recounting about Ice Island T-3 much the same kind of activity and hardships which took place at and were endured on ARLIS II. The narrative closes with an account of work still to be accomplished with these words:

"Thus the Navy's drifting research station program continues from T-3, whose present position (at that time well inside the tight Beaufort Sea Gyre) offers the possibility of many years of service to science."

Ice Island T-3 is now in a standby status. It has been a platform for research over eight years since the above forecast.

—Robert Neil

BARREL OF FUEL OIL...

"As we expected, locating the moving island with radar was a problem but it wasn't the only difficulty we anticipated. The heavy machinery on board presented a distinct hazard in what was sure to be a rough landing.

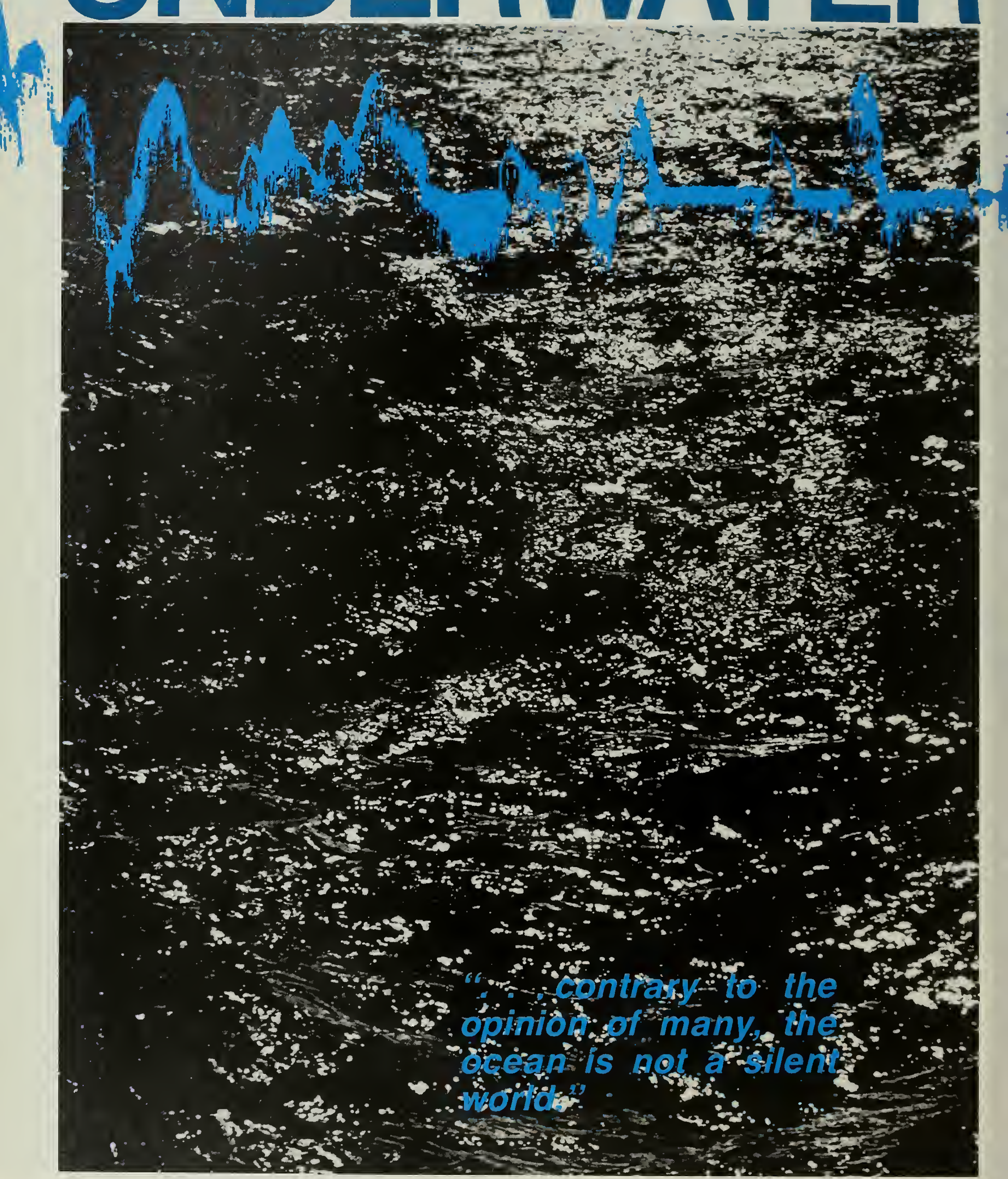
"When we reached the island, we made a test run by flying inches above the ice with the tips of our skis marking a trail behind us. Photographs were also made at this time.

"When we actually landed on the ice, I thought the aircraft would shake apart. For 15 seconds, the world seemed a blur of snow (from whirling props). That landing had to be one of the craziest, wildest, bumpiest rides anyone ever had."

Antarctic Development Squadron Six may never forget that first landing on T-3. Indeed, they are having ample opportunity to refresh their memory. The 10-man crew of the 130,000-pound aircraft which made the first flight to Fletcher's T-3 Ice Island now takes part in regular operations in the T-3 area.

"... some 10 per cent of the world's ocean area is covered all or part of the year by ice. . . ."

UNDERWATER



". . . contrary to the opinion of many, the ocean is not a silent world."

SOUND

Bottom topography is recorded aboard ship by an echo sounder.

Most moviegoers are familiar with the classic scenario — sweaty men in a submarine listen as a destroyer passes overhead searching with its sonar pings, then slowing to listen for noise from the sub.

The use of acoustic energy is common to these operations. Because such energy is predictable and travels for great distances through water, sound is a practical Navy detection tool. As newer and more sophisticated sonar equipment is developed, however, the need for accurate information on the behavior of sound becomes increasingly important.

Oceanography is a multidisciplinary science incorporating many fields that can be applied to the marine environment — physics, geology, chemistry, biology, meteorology and geography. To know how sound behaves underwater, NavOceano examines the sea floor, analyzes seawater, studies marine animals and plants, and measures ocean waves, tides and currents as well as studying the acoustical properties of the marine environment.

Because the ocean is the traditional environment of the Navy, the Fleet must know as much as possible about it to provide for the nation's defense in war and for the safety of all who use the seas in peace. The Naval Oceanographic Office (NavOceano) is uniquely equipped to furnish oceanographic information and support the Navy. Without its studies and surveys, the effectiveness of sonar would be drastically curtailed and a vast amount of information necessary for maximum naval effectiveness would be lacking.

The research and development done by NavOceano scientists contribute to the basic knowledge of the ocean environment and are the basis for applications to instrumentation, platforms and weapons systems. NavOceano reports the results of its surveys and research in many publications to aid in long-term planning of military and nondefense programs and furnishes, as well, synoptic data for ongoing operations at sea.

Sonar, according to the Naval Oceanographic Office, detects targets in two ways — actively (echo ranging) and passively (listening). A target can be tracked and identified using either mode if the signal from the target is sufficiently strong. But underwater sound signals don't always have the required strength. The intensity of acoustic energy is diminished as sound travels through the water or is reflected either from the sea floor or sea surface.

Here are some reasons why sound is lost as it travels through water:

- Wave fronts spread as distance from the source increases.
- Some sound energy is converted to heat. This is called absorption.
- Sound waves are refracted because of differences in sound speed gradients.
- Sound waves are scattered by sea life or by the sea surface.
- Some energy also may be lost at the sea floor (bottom loss) because of absorption and scattering.

Other things happen to underwater sound, too. Whenever a sound wave strikes a boundary between masses of two different densities, and sound speeds, it will be reflected. For example, if the sea surface and bottom were completely smooth and the water clear, acoustic signals would reflect in the form of a perfect echo.

But perfection is rare. The sea usually has irregular upper and lower boundaries and contains many particles and organisms. Whenever a sound pulse hits a rough sea surface, a rocky or hilly bottom, suspended particles or marine organisms, much of the sound is returned in the form of many small, unwanted echoes called reverberations. These are sometimes strong enough to mask other desired signals and can limit the performance of active sonars.

To learn all about sound and its relationship to the Navy, the Oceanographic Office conducts a continuing, worldwide ocean data collection program. Acoustic measurements are made both from ships and aircraft.

Collection of bottom loss information usually involves two ships — a "source ship" which drops acoustic devices into the water, and a "receiving ship" with a hydrophone lowered into the water to detect the strength of the signals received.

A single aircraft may be used very efficiently to collect these acoustic data, too. By dropping modified sonobuoys and signal charges from NavOceano's specially equipped airplane, scientists can accurately measure sound propagation in any part of the ocean.

Combined ship and aircraft operation is used to study long-range sound propagation. The aircraft flies along a trackline that extends several hundred miles from the receiving ship. Acoustic signal devices are dropped from the aircraft into the water and the signals are received and processed aboard the ship. Bottom loss characteristics, on the other hand, are determined by direct measurement.

NavOceano also studies the influence of marine organisms on underwater acoustics. Scientists use acoustic measurements in conjunction with biological sampling to determine the relationships between marine life and sound scattering. These kinds of measurements allow NavOceano scientists to form an extensive data bank of acoustic information which can be used for many different projects.

In addition, mathematical models are being developed to describe the acoustic properties of an area. These models can be used to predict the performance of Navy acoustic systems. They also may be used in regions where acoustic data is lacking.

Contrary to the opinion of many, the ocean is not a silent world. For man to hear what goes on beneath the waves, however, special instruments are required.

Hydrophones, for example, continually receive ocean background noises which are classified as follows:

- Self-noise. This is any sound that is caused by the operation of the platform (such as the ship on which the hydrophone is mounted). Noise made by other ships and industrial operations is also akin to self-noise.

- Ambient noise is background noise produced in the marine environment. It includes sounds made by fish and sea mammals.

- Geological disturbances such as earthquakes and volcanoes also, of course, produce noise as do physical sources such as ice and water turbulence.

Both self- and ambient noises, of course, can seriously hinder the efficiency of underwater listening devices. The former, however, can be reduced by electronic filtering or by shutting down unnecessary sources of noise aboard ship. A project designed to determine noise levels of traffic in major oceanic ship lanes also is underway and a study to define noise produced by offshore oil drilling is also possible.

click, click, click! Chirp! Chirp! Chirp! WHISTLE!!! MOAN, rumble, rumble
Click, Click, Click!

Ambient noise, on the other hand, is a different

matter. It is so diverse that it can't be eliminated, but it can be recognized for what it is. Ambient noise data is included in many NavOceano publications which are distributed to the U. S. Fleet and to arctic field operations.

But self- and ambient noises are not the only distractions which bedevil sonar operators. Effective airborne and surface antisubmarine operations depend on prompt and accurate recognition of submarine-like contacts. The term "submarine-like contacts" is used because sonar systems may be affected by similar acoustic signals produced by, or reflected from, large mammals.

NavOceano scientists are especially interested in several species of whales because they have the ability to return submarine-like echoes or to produce sound. The scientists have been classifying whales as to physical and acoustic characteristics as well as the probability of their being in Fleet operating areas.

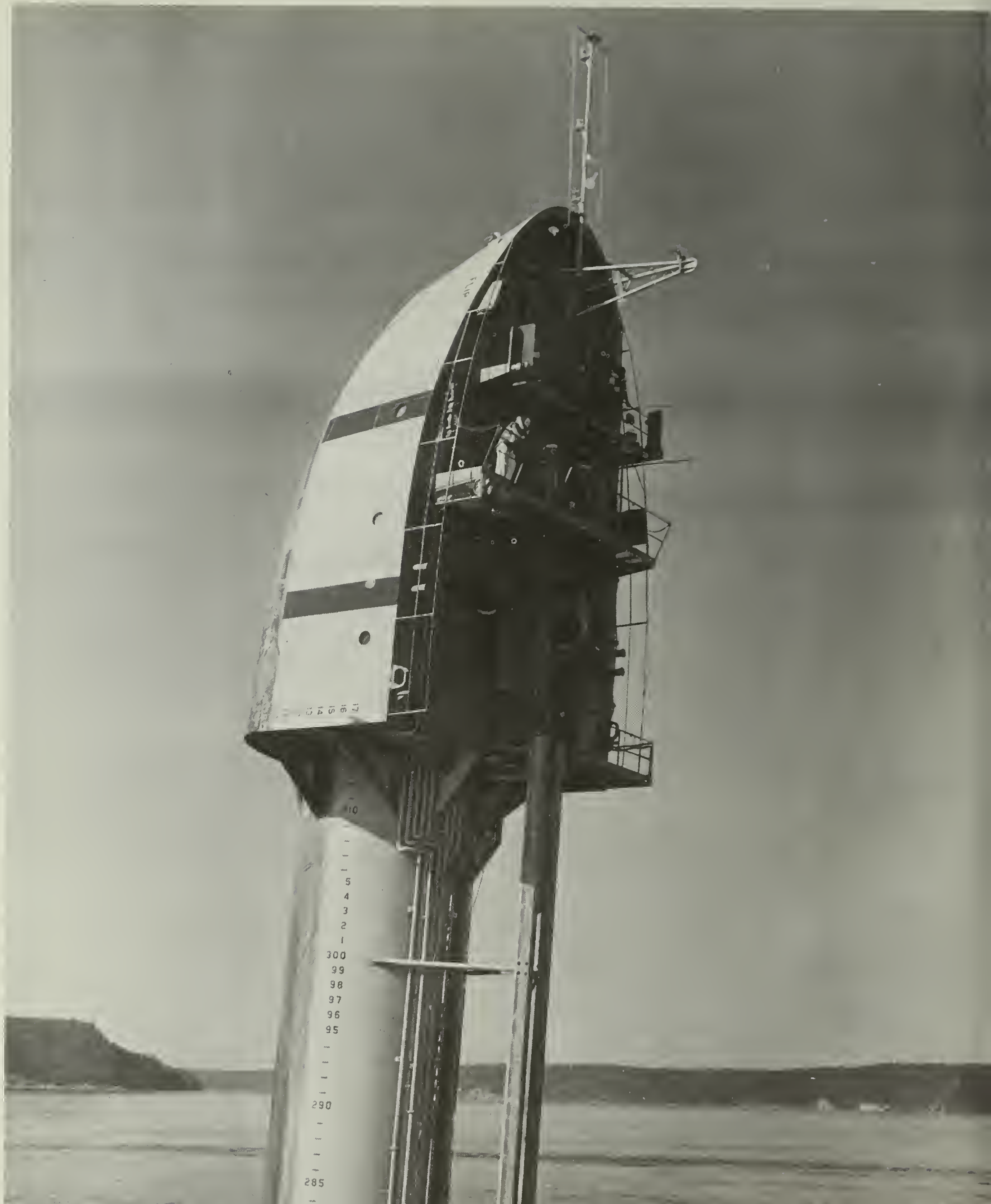
Using aircraft, ships and fixed platforms, scientists record the sounds and distribution of whales in their natural environment. This information is used to determine patterns of migration and distribution within the oceans.

Data on sonic abilities of whales is made available to the Navy to help sonar operators determine whether their contact is a false target or an unknown submarine to be tracked. Knowledge of the type of problems introduced by false targets may also enable the designers of detection equipment to modify future sonar systems to discriminate against misleading biological signals. In addition, information on the distribution and migratory patterns of the various whale species can aid in conservation of this resource for the future. Therefore, the important statistical data collected by NavOceano scientists is reported in journals to other interested scientists and to the international whaling commission.

The Integrated Command ASW Prediction System (ICAPS) is another of the many projects by which NavOceano helps the Fleet perform its mission more effectively. The objective of ICAPS is to make a carrier task force independent of environmental and acoustical shore support. It will give the task force an immediate picture of environmental factors that affect ASW operations.

ICAPS' computer programs automatically merge the water temperature values observed by task force units with stored historical data on temperature and salinity to produce a sound speed profile for the entire water column. Acoustic predictions are then calculated from the sound, speed profile and other information such as bottom loss and sea conditions. Information is provided as listings of detection ranges for various acoustic systems. Other visual products such as sound velocity profiles and acoustic ray plots are displayed graphically using a cathode ray tube.

The Integrated Command ASW Prediction System has been successfully tested on several aircraft carriers during naval exercises and now is being adapted to existing shipboard computers. With ICAPS, the antisubmarine warfare force has the self-contained capability to predict sonar performance during operations and thus to use the instruments and forces effectively.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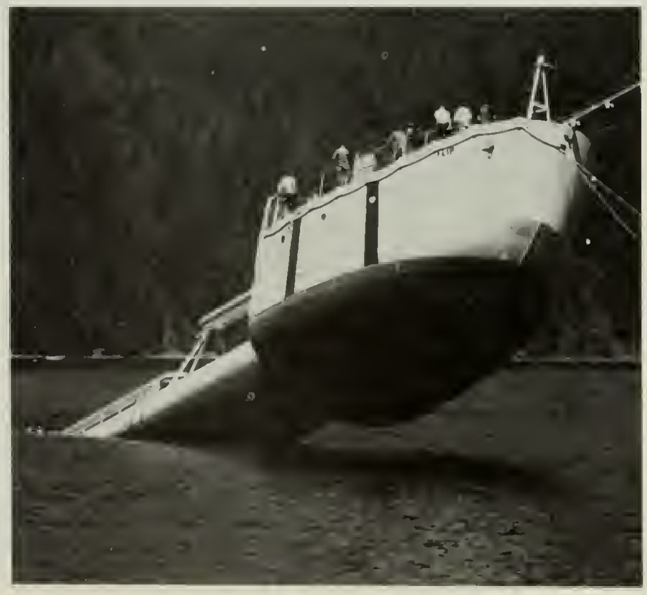
FLIP

Civilian and military scientists have just finished an experiment in the Pacific Ocean north of Hawaii designed to discover the basic causes of weather in order to forecast it more accurately in the future.

The North Pacific Experiment (NORPAX) used some unique equipment — a ship that stands on end in the water and a "monster" buoy. A special P-3 aircraft from the U. S. Naval Oceanographic Office and two U. S. ships also participated.

Below: The tube portion of FLIP is flooded with seawater to achieve its upright position. Left: FLIP, ready to begin studies.



The purpose of the experiment, according to senior scientist Dr. Russ E. Davis of San Diego, was to acquire routine data on the air-sea transfer of heat, motion and water vapor as a basis for more intense studies of how ocean temperatures cause climate changes.

The unmanned Alpha Buoy, nicknamed "monster" because of its size and fierce red paint, provided a stable platform for instruments recording routine surface meteorological measurements. It was also used in coordination with FLIP (Floating Instrument Platform) for physical oceanographic measurements.

FLIP and her crew measured the ocean's heat flow, profiled currents and studied transfers of heat from the surface to various ocean depths.

The FLIP's 355-foot length consists of more than a football field of the tube-like hull, with only about 55 feet of bow. When the tube portion is flooded with seawater, the ship flips on end, reducing the bobbing movements of the ship from yards to inches.

The crew's quarters, electronics shop and other working areas are in the 55-foot prow, rising above the water. Measuring instruments may be mounted anywhere along the full 300 feet of submerged hull, making location, depth and orientation of those instruments controllable to a higher precision than can be achieved with any other platform.

The P-3 aircraft augmented FLIP's intensive observations of currents, winds, air and sea temperatures, and eddy fluxes in the atmosphere.

The 30-day period spent at sea doesn't mean the end of work for the scientists. Months of studying the data

FLIP

collected at sea with the use of computers will determine future courses of investigation and experimentation into the basics of weather.

As a result of this experiment at sea and many more months ashore studying the data collected, scientists hope that a better understanding will eventually lead to more accurate weather forecasts.

This operation hasn't been FLIP's first time at sea, of course. She became operational in 1962 and worked for six years in the Pacific for the Scripps Institute of Oceanography, University of California, to investigate acoustic problems. In early 1969, she was towed out of the Pacific and into the Caribbean, in the vicinity of the island of Barbados, to participate in a three-month, large-scale, air-sea-interaction field experiment.

Like this latest, that project was designed to increase man's knowledge about weather and the effects the ocean has on it.

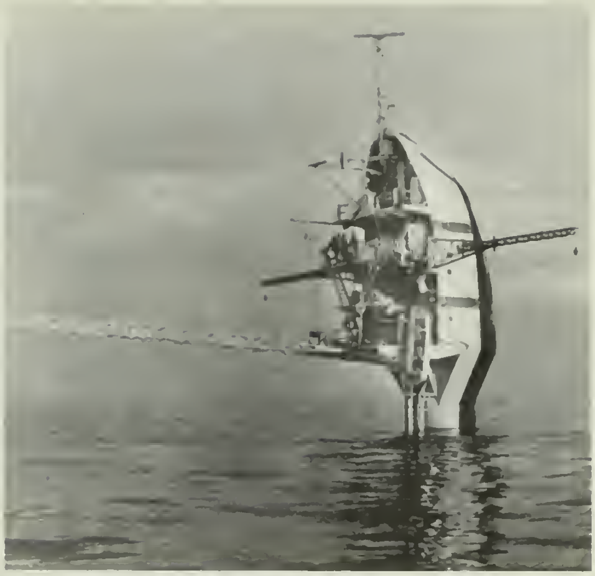
FLIP was born out of a need to develop a very stable, yet movable, platform for underwater research. She was conceived and designed by Dr. F. N. Speiss, Director of Scripps' Marine Physical Laboratory (MPL) and Captain C. B. Momsen Jr., of the Office of Naval Research, assisted by other scientists from Navy-oriented organizations.

Once she is towed to her research location, it takes about 15 minutes for FLIP to do her thing. The portion of the buoy that remains above the water contains laboratories, living quarters and engineering space. When it is time to return to home port, the vessel is "flipped" back to its horizontal position by blowing water from the ballast tanks with compressed air. The crew of six are, by necessity, extremely versatile and all are capable of making the flipping operation alone (with the exception of the cook). FLIP can accommodate nine scientists in addition to the crew.

FLIP weighs about 600 tons. A 12½-foot diameter steel cylinder, which extends 100 feet below the ocean surface, supports the cabin. Attached to this cylinder is a cone-shaped section, flaring outward and downward 50 feet until it becomes a 20-foot diameter cylinder which extends downward to the full 300-foot draft. It is this 60 per cent reduction in diameter that occurs within the buoy that gives the platform a natural period for heaving which lasts about half a minute.

Because FLIP must function in both horizontal and vertical attitudes, operating machinery and essential living equipment are swing-mounted or "gimbaled," like a ship's compass, so that they stay horizontal when the ship is in any position. It is very stable in stormy seas and to date there has never been a case of seasickness when FLIP is in her working position.

Clockwise: This P-3 aircraft aided through aerial searches for drifting buoys, recording temperatures and tracking ocean currents. FLIP is outfitted for many different experiments. Living quarters aboard FLIP. This small room served as galley, dining area and lounge. Research Vessel Washington tows the Alpha Buoy out of Pearl Harbor to join FLIP at the NORPAX site north of Hawaii. Alpha Buoy and FLIP moored at Pearl Harbor.



DANGER KEEP AWAY

IN SEARCH OF CYCLOPS

The name Cyclops brings to mind a race of legendary one-eyed giants. Navy archives, however, has its own fabled Cyclops.

During World War I the naval collier USS *Cyclops* disappeared mysteriously while en route from Bahia in Brazil, to Baltimore, Md., with more than 300 persons aboard. To this date, no trace of any part of her has been found, nor has any acceptable explanation been offered for her disappearance. Most theories involve the Bermuda Triangle off the North Carolina coast. Here, the clashing of warm Gulf Stream currents with cold North Atlantic waters has for centuries victimized ships, rightfully earning the designation "Graveyard of the Atlantic."

Cyclops' course would have taken her through the triangle.

The collier left Bahia in March 1918, carrying a heavy load of manganese ore. She replenished her coal supply with a stop at Barbados and, shortly after, reported fair weather in communicating with a merchant vessel and indicated no problems. What happened next is one of the Navy's most baffling riddles—she never reached port, none of her crew or passengers were ever heard from, no distress signals from her were received and, strangest of all, no trace of wreckage was ever found.

Then, in 1973, a retired Navy diver reported he thought he had stood on the deck of the sunken mystery ship in 1968 while diving on what he believed to be a different hulk. The possibility he might be right led the Navy to assign the salvage ship USS *Opportune* (ARS 41) the task of relocating this hulk, and confirming whether it was *Cyclops.*

The search for *Cyclops* is not a particularly surprising assignment for the 90-man crew of *Opportune.* The 213-foot ship conducts salvage operations, provides at-sea lifting capability, fights shipboard fires and repairs and tows ships which have been battle damaged, stranded, sunk, beached, set afire or abandoned at sea. This multifaceted mission brings her a wide variety of assignments.

During one six-month Mediterranean deployment *Opportune* crewmen fought two major fires aboard merchant ships, recovered a downed helicopter and assisted in salvaging an Air Force jet aircraft. Shortly after returning from that cruise, she recovered a rocket payload from a depth of over 5850 feet. The rocket had been used to photograph a solar eclipse and the recovery of the payload from a depth of over a mile was a record for undersea recovery.

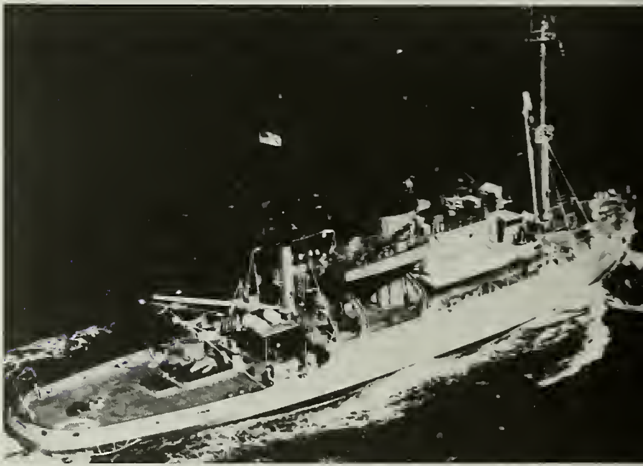
Many of *Opportune's* jobs are not the type that can be written into a schedule. A plane crash off the coast of Myrtle Beach, S. C., required the salvage ship to get underway on four hours' notice, with many of her crew away on Christmas leave. She arrived on the scene shortly after midnight to recover portions of an Air Force A-7D jet aircraft. Working through darkness and fog, *Opportune* crewmen recovered vitally needed components and turned them over to the Air Force before dawn.

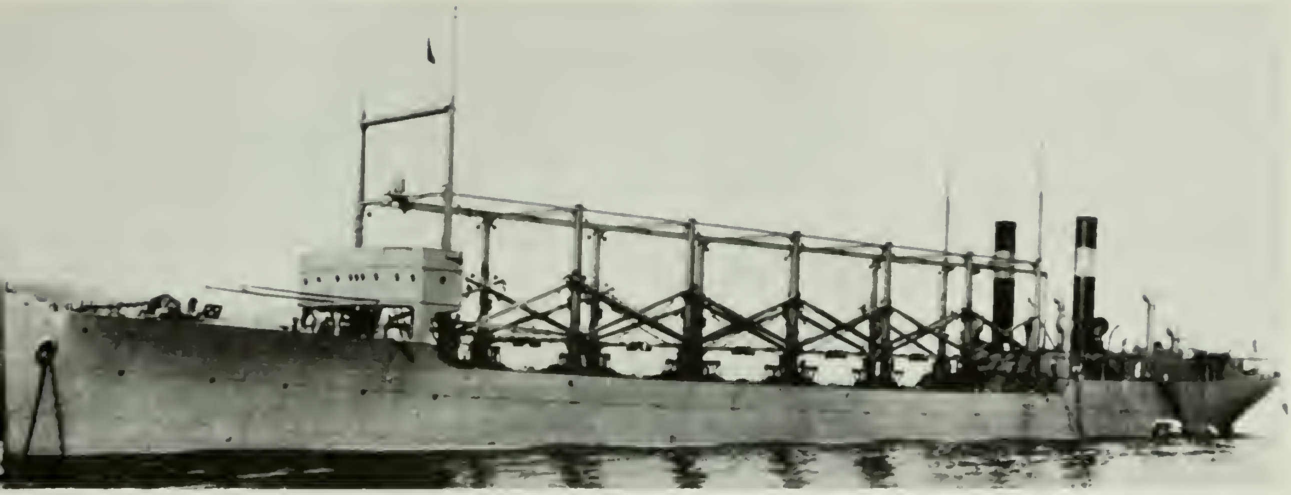
On another occasion she was called away from her scheduled operations to recover a crashed Navy F-4 *Phantom* jet off the coast of North Carolina's Nags Head. After locating the site, *Opportune* sailors recovered wreckage that enabled experts to determine the cause of the crash and ultimately, perhaps, help prevent similar mishaps.

The unexplained disappearance of *Cyclops,* however, has generated numerous Navy wardroom discussions as to the cause.

Some of the more probable theories offered include:

- She was torpedoed by a German submarine or struck a mine.
- A shift of cargo and ballast caused her to capsize.





- She failed structurally, broke in two and went down immediately.
- Grinding of the manganese ore weakened her bottom causing it to drop out suddenly.
- She was struck by a meteor.

While each theory has its merits, there are also logical arguments which downgrade each of these concepts. *Opportune* hummed with only one question, "Is this indeed *Cyclops* and will we be able to determine the cause of her fate?"

The "hulk" was quickly located and for three days the crew of *Opportune* probed the depths. Both scuba and hard-hat divers went over the side. Initial reports were inconclusive. A remote-controlled underwater television camera was used to explore the hulk, with crewmen crowding the topside monitor. They saw starfish at home on the ocean floor and other fish startled by the camera's high intensity light. Then an anchor chain showed. The camera bumped and scraped along the ocean floor and suddenly it clanged against the side of a ship. It was a regular Jacques Cousteau feature of marine life and disjointed closeups of a rusting hulk.

Artifacts were brought up—the ship's bell, heavily encrusted with barnacles, caused a stir of expectation. A sharp knife sliced through the barnacles to get at the ship's name beneath. But there was no name, nor any other marking on the bell.

From the divers' reports a sketch began to take shape. Slowly the bow, booms, and bridge took form on paper. A picture appeared and there was no longer any question—this was not *Cyclops.*

The identity of that hulk is still unknown. From what was found, divers know it is a freighter-type vessel, probably of World War II vintage, probably a foreign ship. Some of the artifacts recovered may lead eventually to discovering her identity, but that's a job for others.

Now *Opportune* is underway again for new tasks and new problems. For the present, the sea has kept the secret of *Cyclops.* But for *Opportune,* there will be other days and other secrets to probe from the depths.

—Story and photos by JOC Tom Streeter, USN

Facing page: Top: Salvage ship USS Opportune (ARS 41) steams in search of Cyclops. Bottom: One of the divers, Ron Hill, scrapes barnacles from the ship's bell in hope of finding the name or other markings. Above: USS Cyclops. Below: As each diver returns to the surface, bits of information begin to fall in place.

A Long Range Program To Help Meet Our Continuing Need For Doctors

THE UNIFORMED SERVICES UNIVERSITY OF HEALTH SCIENCES

In the past, the United States Armed Forces have made use of a large number of the available doctors in this country. According to one authoritative survey, 80 per cent of all male physicians in the nation under age 35 have served at one time or another. This abundance of medical talent was available largely through the Selective Service law.

Even though the draft has ended, there are now about 13,000 physicians still on active duty, but the needs of the military services, especially for career men and women, continue while the supply dwindles. Since 1967, the services have required an annual input of between 4000 and 5000 doctors to satisfy health care requirements.

Now that there is no draft, where are military career-oriented doctors coming from in future years?

Here is news that will interest those who are concerned about the future of military medical care as well as Navy men and women in the health professions who would like to advance in their chosen careers.

In the last four years, more than 4500 doctors entered active duty service annually, responding to their obligations under the draft. But their *retention* rate has been less than one per cent!

What then can be done to increase attraction or retention of physicians?

Money alone isn't the answer, for the salaries of military physicians have recently been increased to approach the civilian competitive market. However, physicians, more than most, recognize the humanitarian challenge as a part of the compensation they receive for their labor.

A "Uniformed Services University of the Health Sciences," established by an act of Congress, will go far toward satisfying that challenge. Here are some facts:

- The university will offer service medical personnel additional opportunities to teach, carry on research in many aspects of health, and move up the ladder of professional advancement along with their colleagues in the civilian community.
- In addition, they will have an opportunity to develop not only in new and different areas of medical education, but also in the area of health care—that can be adopted by the three military services and society in general.
- More important to you, as a Navy man or woman utilizing health facilities, the university medical school will eventually stop the rapid turnover of physicians in the armed forces.

(⟶)

- It will save the government money in training and indoctrination costs because there would be greater permanency of service.
- Students attending this university will receive an education equal to the best in America, and the staff and faculty will be of highest quality, drawing upon the expertise of both the civilian and military communities.

The act authorizing the establishment of a Uniformed Services University of the Health Sciences is intended to educate individuals as career military people (although up to 20 per cent of the physicians may enter other federal medical programs to fulfill their seven-year obligation).

The university will have the capability of awarding doctoral degrees in medicine, dentistry and veterinary medicine as well as appropriate degrees or certification in nursing, pharmacy and allied health professions. It will perform an important role as well in developing leadership in health education and research. Its mission, in addition to the foregoing, includes:

- Exposing students enrolled at U.H.S. to a variety of medical experiences.
- Generating new knowledge through research to help solve national problems as well as military problems in the prevention, diagnosis and treatment of disease and other aspects of health.
- Cooperating with the three military medical departments and the Assistant Secretary of Defense (Health and Environment) in developing model health science programs and health services.

University policies will be established by a nine-man Board of Regents appointed by the President with the approval of the Senate. A site adjoining the National Naval Medical Center in Bethesda, Md., has been selected for the construction of the new Uniformed Services University of the Health Sciences. (This selection is in keeping with the law's requirement that the univer-

sity be established within 25 miles of the District of Columbia.)

The initial intent of U.H.S. is to construct a basic science facility having the ultimate capability of handling up to 150 medical students at each year level. The curriculum of its School of Medicine will be integrated with the teaching programs of three military hospitals in the greater Washington area, initially. In addition, it must have sufficient flexibility in design so as eventually to encompass additional students in dentistry, nursing, veterinary medicine and allied health.

The use of the National Naval Medical Center, Walter Reed Army Medical Center, and Malcolm Grow Air Force Medical Center remains a necessity for the clinical education and experience of the students. It is also planned to use Wilford Hall Air Force Base Hospital in Texas as a primary clinical teaching center.

The university's effectiveness as an education center will be enhanced not only by its proximity to the three military medical teaching hospitals but also to the famed National Institutes of Health and the National Library of Medicine.

While there is a shortage in the military services of people in each of the health professions, the most critical is that of physicians. Therefore, Congress placed the highest priority on training physicians at this university.

The med school curriculum will be designed on a four-year basis to provide the broad background to meet basic requirements as well as continuing on into specialty training. Thus, they'll have a capability to provide primary health services as well as specialized care.

A unique opportunity (and challenge) will be available to the students, through elective rotation to many of the outstanding clinical and research activities of the Armed Forces in various locations all over the world. This ultimately will provide the U.H.S. students the opportunity to practice in any area of the globe under widely differing conditions—an educational experience that is unavailable to civilian medical students.

Our present civilian medical schools actually do not prepare a physician adequately for a career in military medicine. They provide a superb foundation in medical education but fail to encompass areas peculiar to the military environment. For example: emergency medicine, tropical diseases, parasitology, the adverse effects of hostile environments such as high altitudes, deep sea or the polar regions. The military physician has been the pioneer and the primary investigator in all these areas and many others. Military physicians have, for years, been in the forefront of the giant advances in medicine, but have frequently not received the recognition that has been accorded to their civilian colleagues.

Where will the students of U.H.S. come from?

- Students will be selected by procedures, recommended by the Board of Regents and prescribed by the Secretary of Defense, that emphasize the basic requirement that all candidates demonstrate sincere motivation and dedication to a career in the uniformed services.
- Students will be commissioned officers and will serve on active duty in the pay grade of O-1 with full pay and benefits.
- The university could review the available backlog of enlisted and officer personnel as a reservoir of student resources. Given the appropriate academic background, many career service men and women have the motivation, practical experience and military exposure necessary to fit into the university.
- Graduates of the medical school will be required to serve on active duty for at least seven years after graduation, not counting time spent in internship and residency programs. Up to 20 per cent of each class may perform other federal health duty for seven years in lieu of serving in the Armed Forces.

The university will be under development for the next several years. It is anticipated, however, that the first class will begin within the next two years. Look for future announcements as the university progresses toward becoming an operating institution.

—Melvin Museles, CAPT, MC, USN

Since July 1973 when the doctor draft ended, the number of new general medical officers who normally staff Navy dispensaries and outpatient clinics, has dropped sharply. The number of specialists on active duty, however, has remained stable and specialty medical care is generally available in all Navy medical facilities.

To alleviate the problem of declining numbers of general medical officers, the Navy is using nurse clinicians and physician assistants to carry out patient care responsibilities formerly performed by a physician (see October Navy News Briefs). It is also accelerating construction and modernization of medical facilities; regionalizing health services on a triservice basis; increasing emphasis on recruiting and retention of physicians (see October Navy News Briefs); offering scholarships for students in the health professions and establishing a Uniformed Services University of the Health Sciences.

Although some may notice the Navy can't always furnish all the medical care desired by all the Navy family all the time, they should remember:

The Medical Department is still totally committed to taking care of all members of the Navy family.

Active duty personnel will, of course, come first.

Care will continue for dependents, retirees and survivors insofar as it is possible within the limits of Navy facilities and without endangering the Navy Medical Department's primary mission.

PROFILES
OF THE FLEET

LCDR ALLAN K. YUNG

He even makes 'house' calls

If you think the traveling "country doctor" has long since vanished from the scene, look again. He hasn't in the Navy, especially overseas. LCDR (Dr.) Allan K. Yung of the Yokosuka Naval Hospital has recently begun packing his bag and making regular trips to various U. S. military hospitals around that country.

Dr. Yung, an ear, nose and throat specialist, began his travels as a result of the current military doctor shortage which created a shortage of specialists at many of the dispensaries and hospitals in Japan. This situation required Navymen and their dependents who were patients to suffer the expense and sometimes emotional trauma of traveling to different locations such as Yokosuka or other larger facilities to get a specialist's treatment. In an effort to alleviate this difficulty the doctor "visitation" program was started. A typical request for this service was recently made by the Naval Security Group Activity, Misawa, to ComNavForJapan. The Misawa Air Force Hospital is now one of Dr. Yung's regular stops.

Although born and raised in China, Dr. Yung graduated from the Medical College of Virginia in 1966 and entered the Navy in 1969. (He has also studied acupuncture in his native Hong Kong.)

He is highly in favor of the overseas visitation program, which he indicated was a real need from the patient's perspective. He stated that the doctor may lose some time in travel, but his travel time is offset by improving the efficiency and broadening the capability of the hospitals he visits. All preparatory work (X-rays, lab work, etc.) is done well in advance. Consultations and surgery are arranged on a very tight and efficient schedule and, most important, the operating room staffs are extremely well qualified.

In an era of computerized medical science, Navy Dr. Allan Yung carries on the tradition of bringing the doctor to the patient.

PHAN PATTI PHILLIPS

Focus on a photographer

Airman Photographer's Mate Patti Phillips awakens. She looks at her clock and stares into the darkness of morning, thinking of her parents and family in Everett, Wash. Snapping on a night lamp she swings her feet onto a plush red rug; day has begun for the 21-year-old Navy photographer.

After a breakfast of milk and doughnuts Patti, one of three photographers assigned to the headquarters, Sixth Naval District, Charleston, S. C., hurries to the photographic laboratory for the morning brief.

At 0800 she checks her equipment and asks questions about jobs she will be shooting that day. Ten minutes later she is out on an assignment: the subject is an agreement between the naval station and city officials on furnishing fire protection to each community, civilian and Navy. Both the commanding officer of the station and the mayor are on hand to make the cooperation effort official.

After leaving that assignment office, Patti rushes to the Veterans Administration Hospital on another photo story. Then, some time before 1300 she manages a hasty lunch.

Back at work, Patti processes the morning's film and places it in the drier. She grabs her 35 mm and is off again to do a photo story about a woman engineman stationed at Charleston.

Returning to the photo lab she writes captions for the day's photos and starts the engineman story, Early evening finds her back in the darkroom. Two hours later, with everything printed up, she completes the engineman story and the day's work.

"I enjoy working long hours," explains Patti. "Besides, I love my job. I enlisted in the Navy because of the educational opportunities. Right now I plan to make the Navy and photography a career."

Patti has completed Photographer's "A" and Photojournalist "B" schools at Pensacola, Fla. She is looking forward and waiting until she can apply for the Navy's one-year photojournalist course at Syracuse University in New York.

—Story and photos by PH1 Milt Putnam

PROFILES
OF THE FLEET

BM1 ENRIQUE LOSONGCO

. . . walking a little taller

First class in all respects!

That's the expression used by the men of USS *George K. MacKenzie* (DD 836) to describe Boatswain's Mate 1st Class Enrique Losongco of Agana Heights, Guam. The 37-year old Navy veteran, a native of Guam, is one of two boatswain's mates selected for meritorious advancement to BMI in 1974.

"I was quite surprised when they told me that I was recommended for meritorious promotion," he said. "When I was actually selected from among all the top performers, I was in a state of shock. When I came down from the clouds, I walked a little taller."

Losongco, from a family of 12 children, breaks into a broad grin when he speaks about his early years on Guam. "There weren't too many Losongco's until my father and his brother got married. Now there are at least 20. Large families are very common on Guam.

"I really do miss the village fiestas at home," he said, during an interview aboard the destroyer. "Did you ever taste Guamanian barbecued spareribs, chicken, roasted pig and the trimmings?"

The village fiestas will have to wait, however. Losongco's wife and their four children are living in San Diego while he serves in *MacKenzie*, currently deployed to the Western Pacific.

Speaking of life at sea, Losongco related that he spent the majority of his 18 and one-half years in the seagoing Navy. "I've served on a cruiser, destroyer, two repair ships, a floating drydock and a refrigerated stores ship."

Talking about his early days in the Navy, he remembers, "When I first came into the Navy in 1955, all Guamanians were in the steward rating. Shortly after that, you were permitted to go into other fields if you were qualified."

He laughed when he told about his first trip to the States and reporting to San Francisco. "You know Guam is only about 35 miles long and I had never been away from the island before. Well, they told me I was going to be assigned to San Diego.

"I said to myself, 'that's probably a long drive; maybe more than a half-hour.' I rode on a train for the first time and spent the next 10 hours looking at my watch, waiting. Wow! What an indoctrination to the United States.

"I have since been to Australia, Hong Kong, Japan, Hawaii, Taiwan, the Republic of the Philippines, Singapore, and Djakarta in Indonesia. The Navy even sent me back to Guam in 1969 for a tour of duty," he said.

Losongco, who is assigned to the Master-at-Arms team in *MacKenzie*, spoke about his day-to-day dealings with other members of the crew.

Speaking of racial difficulties that have developed in the world in recent years, he said, "Being Guamanian is my nationality and I'm extremely proud of my island upbringing. I've never had a problem because I am a

Right: Enrique Losongco learns of his meritorious advancement to 1st class boatswain's mate.

Guamanian. My theory—if you treat people well and abide by the rules and regulations, then you don't have problems. I think I get along with everyone—it doesn't matter what they are as long as they do their job.

"I feel most people look for positive leadership. To be a good leader, you must assert yourself and present a good bearing. You must be more presentable and positive than the men you're leading. That's what I try to do—be forceful, but not overbearing."

MacKenzie's commanding officer, Commander D. E. Buck, wrote the Chief of Naval Personnel that . . . "One of Petty Officer Losongco's greatest assets is his ability to empathize and communicate with his men. His deep concern for his men enables him to establish a pride and spirit among subordinates far beyond realistic expectations. He can truly be described as a human relations expert . . ."

There you have it. World traveler, father, leader and Navyman . . . First Class in all respects!

—Story and photos by LCDR Tony R. DeMarco

DTC DUANE O. RITTMEYER

'. . . now open wide'

As the toothpaste ads proclaim, tooth decay is an increasing problem of modern civilization, but if Chief Dental Technician Duane O. Rittmeyer has anything to do with it, such a thing will never attack the bicuspids off the crew in his ship.

Rittmeyer is presently serving aboard the guided missile cruiser USS *Oklahoma City* (CLG 5), flagship of Vice Admiral George P. Steele, commander of the U. S. Seventh Fleet.

"I spend a good part of my time on administrative paperwork," Chief Rittmeyer said, "but I have been trained to assist the dental officer by cleaning teeth, taking and developing X-rays and performing general dental tasks.

"You know how valuable our work is if you've ever had a toothache," he added. "If you have a chipped or broken tooth in front, the benefits we provide can change your whole outlook and improve your morale. If a patient needs a lot of work, I like to assist the doctor in providing the necessary treatment from start to finish. It gives me a feeling of pride and accomplishment."

The dental officer and his staff are responsible for the dental health of more than 1100 men aboard *Oklahoma City*, including the staff of the Seventh Fleet.

"I've been in the Navy since 1955," Rittmeyer said, "I enlisted because I had a desire to go to sea, to visit some of the different countries around the world."

The chief and his wife, Masako, make their home in Yokosaka, Japan, under the Overseas Family Residence Program. Under this program, the chief spends almost half of his time at home, where otherwise he might spend up to eight months a year away from his wife. Rittmeyer met his wife in Japan and likes the country. He feels that the Japanese people are among the finest in the world.

After recruit training, the chief attended Class "A" Dental Technician School and, later, Class "B" School where he learned advanced dental skills. Reporting aboard *Oklahoma City* in June 1970, he has since visited practically every major port in the Western Pacific, including Tawan, Korea, Thailand, Okinawa, Singapore, Malaysia, Hong Kong and the Republic of the Philippines.

Planning to remain in the Navy, he wants to complete his college degree work. He is already qualified to enter the hospital administration field once he retires from the naval service.

—Story by JOSA G. M. Kadinger,
Photos by PH1 T. Green

PROFILES OF THE FLEET

HM1 C. RAY GRAVES

Building morale

"Ladies and gentlemen, welcome to a trip in C. Ray's empire. A little thing we do in the name of love, accompanied by music, to capture your heart. Today your heart—tomorrow the world. For, you see, the sun never sets on the good rock and Doc. The C. Ray Show is in your neighborhood."

Speaking over the musical background, Hospital Corpsman 1st Class C. Ray Graves opens one of his nightclub shows. His off-duty hobby is being a disc jockey and he can produce almost any type of program from country and western to rock to soul music. Ray also appears as master of ceremonies at local rock concerts and banquets, and entertains at garden parties.

Ray's DJ career started when he was 17 and was asked to appear on a campus radio station program at Texas Southern University. "I liked it and have been doing it now for 14 years," he said.

Ray now owns a $7000 collection of equipment which includes a variety of speakers, tape decks and professional turntables. His private record and tape library resembles that of a professional radio station.

He often works with teenagers and younger children. "I feel more relaxed with youngsters and I enjoy playing for them more than I do for others. This type of job is a good opportunity for me to give the teenagers something to do to keep them off the streets," he remarked. "One of my recent shows was at the Pala Indian Reservation with the children in the Head Start Program."

Not all of Ray's time with teens has been spent entertaining them, however. He has also worked as a counselor for various drug rehabilitation programs overseas and in the States.

In spite of his crowded schedule, Ray finds time to play handball and racquetball and coach football teams. "I have coached the defensive units for the Virginia Roadrunners, a semiprofessional team, and for the Leathernecks, 1973 interservice runner-ups in Okinawa," said Ray.

Even with shows and sports, he still manages to relax and enjoy another of his hobbies, a cookbook collection. "I've gathered recipes from every country I've been to," he stated, "and I can whip up some very tidy meals when the occasion arises."

A 12-year Navy veteran, Ray is currently working with the Hearing Conservation Program, Preventive Medicine Unit, 1st Marine Division. Since going through boot camp he has attended six medically related schools.

"I enjoy being in the Navy, it's a lot of fun for me because I like my job as preventive medicine technician, I'll stay around as long as I enjoy it," Ray concluded.

—Story by LCPL R. W. Morris
—Photos by CPL Mike Creamer and LCPL J. Herrera

Right: Damen Buchanen listens intently as HM1 Graves shows him how to adjust the controls on the sound equipment he uses as a disc jockey.

CB JOHN W. STETZER

. . . and buildings

"Duty with the Seabees is really great; there isn't another unit anywhere in the Navy I could be happier with than that 302 crew," said the young Seabee.

Construction Builder John W. Stetzer, assigned to Construction Battalion Maintenance Unit CBMU 302 at Subic Bay Naval Station in the Republic of the Philippines, almost sounds like a Navy recruiter. Stetzer, a 1968 graduate of Memorial High School in Eau Claire, Wisc., tells how he became a Navy Seabee.

"After graduating, I became a bricklayer apprentice. I was on a three-year apprenticeship. My vocational instructor was a Seabee in the Naval Reserves and he told me all about them. He thought very highly of the 'sailor-builders' and suggested I give some thought to joining the Navy after my apprenticeship was up," recalled the bricklayer.

Stetzer continued, "I wanted to choose the branch of service that offered the best construction school, and from what everyone, including my father who had served with a Seabee unit during World War II, told me, the Navy was it."

He entered the service in January 1973 and, after completing recruit training and Navy Builder School, reported to CBMU 302 at Subic Bay.

He recalls his first impression of the Phillipines. "Since this was my first trip overseas, my first thought was how different it is. I wasn't prepared to see the things I did. There is such a distinctive lifestyle here and it took me a long time to adjust to the culture. Now that I've been here almost a year, I'm prettty much at ease with things," Stetzer said.

CBMU 302 is one of the last units of its kind in existence. Most were disestablished after the conflict in southeast Asia ended.

"I've enjoyed the time I've spent at 302 because we're constantly involved in so many different types of construction work here," he said. "I feel that I have learned more here at 302 than I could in three years at another command. If there's something I need to learn, it's here for me."

Looking ahead towards a career in the Navy, Stetzer said, "I have about two years left on my present enlistment and I haven't made up my mind about the Navy as a career. I guess that depends on how things go during the next two years. I've started taking college courses here at the base education office because whatever I decide to do I want to have a good education behind me.

"I must have been walking around half asleep! I mean, it's taken me all this time to realize how much of an opportunity I have to further my education while I'm still in the Navy. By going to school for just two nights a week, I can earn an associate degree before I finish my enlistment. Wow, was I goofing off!" he said.

Should Construction Builder Stetzer decide to leave the service, he has already begun to "build" for his future with CBMU 302 in the Republic of the Philippines.

—Story and photos by JO2 Howard Watters

- PAYMENT OF SELECTED REENLISTMENT BONUSES

BuPers has announced that funds are currently available for lump-sum payment of selected reenlistment bonuses (SRB) for personnel who have reenlisted or will reenlist during FY 1975. All lump-sum payment requests cannot be approved, but those who submit or have submitted requests prior to reenlistment this fiscal year have a better chance to receive it. Personnel are urged to verify SRB eligibility with their career counselor or personnel office before reenlisting.

- NEW ENLISTMENT ADVANCEMENT SYSTEM IN OPERATION

The Navy has modified its enlisted advancement system to place more emphasis on performance and leadership in advancement consideration. The change, instituted with the August 1974 exams, emphasizes a "whole man" concept, concentrating on an individual's performance and reducing the emphasis of examination scores. Details on procedures used in computing final multiples for those personnel who took the August exams are contained in NavOp 182/74 (DTG 211314Z Oct).

- YEAR'S FIRST QUARTER RETENTION RATES STILL ON RISE

The Navy retention rates for the first quarter of fiscal year 1975 have risen from the rates achieved in FY 74. First-term reenlistments numbered 5409 or 37.7 per cent of those eligible; that figure is up from the FY 74 figure of 32.9 per cent. Career reenlistments reached 80.7 per cent of those eligible with 10,508 reenlisting for the second or subsequent time. The FY 74 career reenlistment figure was 80.3 per cent.

- CNO CONFIRMS NEW EM UNIFORM CHANGEOVER DATE

CNO has confirmed 1 Jul 1975 as the date for all male personnel E-6 and below to change over to the new service dress uniform, except for those with less than one year of obligated service remaining. The new uniform, the result of recommendations by retention study groups and surveys conducted between 1966 and 1970, has already been issued to nearly 200,000 recruits.

- NEW POLICIES FOR TEMPORARY LDOs OUTLINED

Temporary limited duty officers who have twice failed of selection under the Officer Personnel Act for promotion to the grade of lieutenant commander subsequent to the FY 75 Lieutenant Commander Selection Board will be required, depending upon their total years of active service, to select one of the following options:

Those who are retirement eligible on 30 Jun 75 will be required to transfer to the Retired List not later than 1 Jul 75 or to terminate their temporary appointment not later than 30 Jun 75 with subsequent transfer to the Fleet Reserve or to revert to their permanent enlisted rate not later than 30 Jun 75 and continue on active duty.

Those who are within two years of retirement eligibility may remain on active duty in their temporary grade until retirement eligible. At that time, they must either transfer to the Retired List or terminate their temporary appointment with subsequent transfer to the Fleet Reserve. A third option is also available which consists of reversion not later than 30 Jun

75 and continuation on active duty in their permanent enlisted rate.

Those with less than 18 years of active duty on 30 Jun 75 must revert to their permanent enlisted rate and either continue on active duty or be discharged. BUPERSNOTE 1800 of 16 Aug 74 has further details.

- RESERVE/GUARD OMSBUDSMAN OFFICE ESTABLISHED

An ombudsman office has been established by the National Committee for Employer Support of the Guard and Reserve. It is designed to help resolve employer-related problems for members by utilizing nearly 300 Advisory Council members throughout the country, plus other key Reserve and Guard personnel.

Any Reservist or Guardsman who is experiencing some difficulty with his employer which prevents his meeting military training schedules, may contact the office directly by writing to: Ombudsman, Employer Support, Arlington, VA 22202.

- UNIFORMS BY MAIL

The Navy Resale Systems Office has announced that the Naval Uniform Shop, Brooklyn, N. Y., now offers all Navy personnel a worldwide mail order service for custom-made and stock uniforms, and uniform accessories. Order forms can be obtained at most Navy Exchanges and Naval Uniform Shop representatives are located at a number of activities to assist. Mail orders should include the appropriate size, description and color of the uniform or item desired. Personnel ordering by mail must furnish their social security number and complete mailing address with all orders, correspondence and remittances. A catalog of available items can also be obtained for the nearest exchange or by writing to the Naval Uniform Shop, 3rd Avenue & 29 Street, Brooklyn, N. Y. 11232.

- NAVAL SURFACE WEAPONS CENTER CREATED

In a move toward greater economy and efficiency, the Naval Ordnance Laboratory, White Oak, Silver Spring, Md., and the Naval Weapons Laboratory, Dahlgren, Va., have been consolidated into a new Naval Surface Weapons Center. Approved with an effective date of 1 Sep 1974, the consolidation is scheduled to be completed by July 1975. The new center will be the principal research, development, test and evaluation laboratory for Navy surface warfare systems, ordnance technology and strategic systems support. It is estimated that savings of about 55 civilian overhead positions will be achieved largely by attrition.

- NAVY ALCOHOLISM PREVENTION PROGRAM TRAINING

Commands are reminded that the Alcoholism Training Unit, San Diego, offers a two-week training course for personnel assigned to local Navy Alcoholism prevention programs. The course is designed to familiarize students with the concept of alcoholism as an illness which is both treatable and preventable, and to provide them with information and training in recognition, referral, treatment, rehabilitation and follow-up of the alcoholic and alcohol abuser. The course is not intended to make full-time paraprofessional alcoholism counselors.

Graduation from the course leads to classification as a Collateral Duty

Alcoholism Counselor (CODAC) NEC 9521 for students who meet all other requirements of this NEC. Classes will convene early in each month of 1975 except July and December. Complete details of eligibility, submission of applications, class convening dates and quotas can be found in BuPersNote 5356 of 2 Oct 1974.

SELECTION BOARD PROCESS ENDS MERITORIOUS ADVANCEMENT PROGRAM

The selection board process for advancement to Chief Petty Officer has eliminated the need for the meritorious advancement program for E-6s. Under the selection board process, increased emphasis is being placed on performance and leadership in determination of final multiples for E-6 candidates. Also, a revision of the E-4 through E-9 advancement examination passing scores will allow a 92-95 per cent passing rate. Meritorious advancements in individual cases such as Sailor of the Year selectees will continue.

CAREER COUNSELING CODE-A-PHONE AT BUPERS

A 24-hour code-a-phone has been installed at the BuPers Retention/Career Counseling office to record career-related inquiries from the Fleet. The number to call is Autovon 224-2041, or commercial 202-694-2041. When calling, be ready with the following: Name (including spelling), rate, SSN, command to which attached, phone number where you can be reached for reply (commercial or autovon) and concise statement of inquiry. Callers requesting information in the same area of inquiry on individuals within the command should also give names (including spelling) and SSNs of each.

APPLICATIONS FOR ENLISTED EDUCATION PROGRAM NOW BEING ACCEPTED

The Navy Recruiting Command is accepting application for the Broadened Opportunity for Officer Selection and Training (BOOST) Program. This program is open to enlisted personnel who may have been educationally deprived but have demonstrated the necessary qualities and desire to become naval officers. Those interested in the program should see their education officer or career counselor. Applications are due by 15 Feb 1975. Details of the program are contained in BuPers Manual articles 1020350 and 1020360.

OFFICERS' COLLEGE DEGREE PROGRAM EXPANDED

The College Degree Program provides an opportunity for officers to earn a baccalaureate degree through full-time study at a civilian college or university. This program was expanded recently and permits up to 18 months of study, with waivers possible for up to 24 months of study. Formerly, this was a one-year program, but it was expanded to compensate for the termination of the Undergraduate (BS/BA) Program at the Naval Postgraduate School.

Application procedures for the College Degree Program are described in CNETInst 1520.4. The next deadline for applications to reach CNET (Code N-1312) is 1 Feb 1975 for officers desiring to be considered by the selection board which will convene on 8 Apr 1975. Boards meet twice a year to select officers for this program.

NUCLEAR POWER SCHOOL SLATED TO MOVE

The Naval Nuclear Power School (NPS), Mare Island, Calif., is expected to move to Orlando, Fla., in early 1977. The move, part of the Navy's program to consolidate technically oriented training, is the final step in combining nuclear power training. NPS, Bainbridge, Md., is scheduled to move to Orlando during FY 76. Relocation of NPS Mare Island will affect approximately 145 military staff members and their families.

• LHA TRAINING COURSES BEGIN

A new training program designed to teach personnel how to handle equipment on the Navy's new amphibious assault ships (LHAs) began recently at the San Diego Fleet Training Center. Thirty courses ranging in length from one to 19 weeks are offered to both officers and enlisted personnel.

• APPLICATION DEADLINE NEAR FOR ADVANCED RESEARCH STUDIES.

Applications are now being accepted for postdoctoral research associateships available at five separate Navy research activities. The next program begins 1 Jul 1975. Applications must be submitted by 14 Jan 1975 and supporting documents must be received by 12 Feb 1975. Candidates must hold the equivalent of an M.D., D.D.S. or PhD degree.

Areas of research in which associateships are awarded include: experimental medicine, immunology, undersea medicine, aerospace medicine, behavioral sciences, biochemistry, biophysics, environmental stress, microbiology, parasitology, virology, biomagnetics, physiology and radiation biology. For details on application, specific fields of interest, and a list of required supporting documents, write: Associateship Office (JH 606), National Research Council, 2101 Constitution Ave., NW, Washington, D. C. 20418.

• EIGHT MORE WOMEN SELECTED FOR FLIGHT TRAINING

Four active duty and four civilian women were recently selected to be the second group of women to go through Navy flight training. They are: ENS Mary C. Giza, Naval Communications Station, Honolulu; ENS Mary L. Jorgensen, VT-10, NAS Pensacola; ENS Catherine C. Mills, Naval Inshore Warfare and Amphibious Group, San Diego; Officer Candidates Linda E. Vaught; Pamela A. Hicks; Jean F. McCaig; Donna L. Spruill and Jill E. Brown.

• F-14 SQUADRONS REASSIGNED

SECNAV has announced that two additional F-14 squadrons will be established on the east coast in April when VF-142 and VF-143 are moved from NAS Miramar, Calif., to NAS Oceana, Va. The two squadrons are presently in transition from F-4 to F-14 aircraft. The transition is expected to take until March, at which time the units will be moved east. They will be assigned to Carrier Wing Eight, based at Oceana and are scheduled to deploy aboard USS America (CVA 66).

• FIVE SHIPS CITED FOR SERVICE, EXCELLENCE

Three East Coast and two West Coast ships have been recognized for their ability to make full power and execute sustained high-speed operations during Insurv (inspection and survey). The ships cited were USS Pharris (DE 1094), USS McCandless (DE 1084), USS Valdez (DE 1096), USS Reasoner (DE 1063) and USS Towers (DDG 9). USS McCandless was singled out for overall cleanliness, quality, maintenance and excellent shipboard attitude.

from the desk of the
Master Chief Petty Officer of the Navy

'CONTACTING THE MCPON'

My staff and I receive literally hundreds of calls and letters each month from Navy members and their dependents who are seeking advice or assistance with a particular problem or area of concern. It is obvious however, that a sizable portion of the people who call or write do not really understand the position of the Master Chief Petty Officer of the Navy. Favorable action on behalf of some requests would require me to overstep my authority as MCPON.

Since the establishment of the Master Chief Petty Officer of the Navy billet in 1967, former MCPON Delbert Black and I have served four CNOs. Under the direction of these CNOs, the MCPON has assumed additional responsibilities and duties; however, the authority of the MCPON has never altered.

The Master Chief Petty Officer of the Navy is not a decision-maker. As MCPON, I may advise, request, suggest, comment, urge, or recommend. However, I do not have the authority to cut a set of orders, change a PRD, approve an official request, or waive an operational policy.

Please do not get the impression that I am trying to dissuade you from contacting me. My office is always open to Navy members and their dependents. In fact, I encourage you to turn to me with a problem, a suggestion, or a criticism. I assure you that you will be heard. We try to understand and, if possible, we try to help; but don't expect us to "undercut" or "go around" a decision which should be made by your command. The chain of communication is always observed.

While I do have direct access to the Chief of Naval Operations and the Chief of Naval Personnel, do not get the idea that I run to the Chief of Naval Personnel each time a sailor calls me in distress. I firmly believe that problems should be resolved at the lowest possible level in the chain of command where they actually occur and by the people actually involved. Particularly now that the Master Chief Petty Officer of the Command and Master Chief Petty Officer of the Fleet/Force programs are in full swing, matters that reach my attention are frequently referred back down the chain of communication for appropriate action.

When I, in my role as MCPON, or a member of my staff supports a Navyman or Navywoman or a cause that is common to Navy personnel, we depend entirely upon the strength of argument and reputation of office. You might say that the MCPON and his staff have a license to reason with others in your behalf. The more logical or meritorious your case, the more favorable consideration you will likely receive. If your case cannot be given favorable consideration, we will advise you as to the reasoning behind the decision.

Depending on the nature of your request, it may take several weeks before you receive a reply. In all cases of written correspondence, a member of my staff will acknowledge your letter and predict the date by which you should receive a reply.

No one need ever worry about sharing or leaving a message with any member of my staff. They are trustworthy and capable of serving you in my behalf.

If you do have a problem, check first with your supervisor or leading petty officer. Talk it over with your MCPOC, chaplain, or career counselor. If there is a satisfactory solution, chances are good that relief is available within your command. If it isn't, then write me a letter and spell the whole thing out. Be specific. Give me as much information as possible so that we can speak more forcibly in your behalf. I can assure you that your letter will receive the utmost consideration. Correspondence should be sent to: MCPON, RM 1056, Bureau of Naval Personnel, code Od, Washington, D. C. 20370.

For more urgent matters, you may call my office on autovon 224-4854 or commercially at (202) 694-4854. You may also reach my office after working hours by dialing the same number and recording your message on our code-a-phone.

As a shipmate, we stand ready to assist you. We can't always supply a favorable response, but we'll always make an honest effort.

For Top 'A' School Grads:

ACCELERATED ADVANCEMENT

There's more than an education to be gained by the individual Navyman or woman who does well in studies in Class "A" School or advanced Electronics Field/Nuclear Field training programs. Accelerated advancement to 3rd class for certain "A" school graduates, previously in effect, was canceled owing to budgetary limitations in January 1973. The program has now been reinstated.

In other words, AEF/NF accelerated advancement remains the same, but accelerated advancement is now being reinstated to include certain "A" School graduates.

If class placement is high enough on the percentage scale, the award may be an automatic promotion to petty officer 3rd class without having to take an advancement examination. This is made possible through the Navy's Accelerated Advancement Program which offers quick promotions to deserving individuals.

Since the AEF or NF student obligates for six years upon entering a chosen field of study, there is no requirement to obligate further to become eligible for the accelerated advancement program.

The Class "A" student, however, is required to obligate for a minimum of five years to become eligible.

For purposes of establishing eligibility to compete for advancement to petty officer 2nd class, those individuals who accept accelerated advancement are considered to have 18 months' time in service on the date of advancement to 3rd class, unless a larger amount of time in service has been accrued by actual or creditable cumulative time from pay grade E-1.

Accelerated advancement is predicated upon two other conditions for those people who fall under the reinstituted Class "A" program. They must rank in the upper 50th percentile of the overall class, and their class standing must be within an established promotion percentage range for their particular school. For example, a student in the Class "A" Engineman School must rank in the upper 50th percentile of his class and, in addition, place among the top 20 per cent of that percentile in order to be eligible

Those Class "A" Schools participating in the accelerated promotion program, and convening on or subsequent to 1 Dec 1974, together with percentage ranking requirements are:

- **5%—ABH, AK, ASE, ASM, BU, DP, DS, DT, EA, ETN, ETG, PH, PN, STS.**
- **10%—CM, DK.**
- **35%—AX, AQ, AZ, CE, EN, EO, ETR, HM, JO, PC, PT.**
- **50%—ABE, ABF, AC, ADJ, ADR, AE, AG, AME, AMH, AMS, AO, ASH, AT, AW, BT, CTA, CTI, CTR, CTO, CTT, EM, EW, FTM, GMG, GMM, GMT, HT, IC, IM, ML, MM, MN, NR, MMU, OM, OS, OT, PM, PR, QM, RM, SH, SK, SM, STG, SW, TD, TM, UT, YN.**

The Stroebel Family

Getting There Is Half the Fun

Vamoose, a sloop-rigged, 34-foot yacht arrived at the Rainbow Bay Sailing Facility in Honolulu some weeks back with Lieutenant Commander Donald W. Stroebel and his family on board. Arrival of the newly built yacht culminated 15 months of construction, planning and outfitting—by the Stroebel family.

The Stroebels had intended to build the yacht for several years and, in March last year, construction started in San Diego. Eight months later she was launched. Assigned at the time to the aircraft carrier USS *Ticonderoga*, but in receipt of orders to the U. S. Naval Communication Station Honolulu, LCDR Stroebel made the decision for the family to crew *Vamoose* and sail her to Hawaii.

More than 40 friends and neighbors witnessed the Stroebels cast off for Hawaii.

During the 19-day transit each member of the family—Stroebel, his wife Ursula, daughter Teresa, 18, and sons Tom, 17, and Stephen, 19—stood two-hour watches with eight off. Stephen, a midshipman on summer leave from the Naval Academy in Annapolis, navigated the yacht by celestial navigation. Mrs. Stroebel and Teresa operated the galley.

Because fresh water was at a premium on the small craft, it forced the family to look for other ways to conserve. They brushed their teeth and bathed in salt water. "On the day of our arrival we celebrated by taking freshwater baths," said the skipper.

According to Stroebel the most exciting part of the trip was the day before arrival in Honolulu when they made landfall on the Molokai Light. While guarding VHF Channel 16 for possible message traffic from Hawaii and the West Coast, they heard that the light's power had been reduced and they were surprised to spot it as soon as they did.

LCDR Stroebel is now at the Naval Communication Station Honolulu, with responsibility for communication with all ships in the eastern Pacific from Midway Island to the western coast of the United States.

—Photos by PH3 George Keller

Left: Vamoose arrives in Honolulu after 19 days at sea. Above: The Stroebel family, who built the yacht they sailed in, is interviewed by a local television newsman. Right: With the Arizona Memorial in the background, LCDR Stroebel is welcomed to Hawaii by a friend.

25th ANNIVERSARY

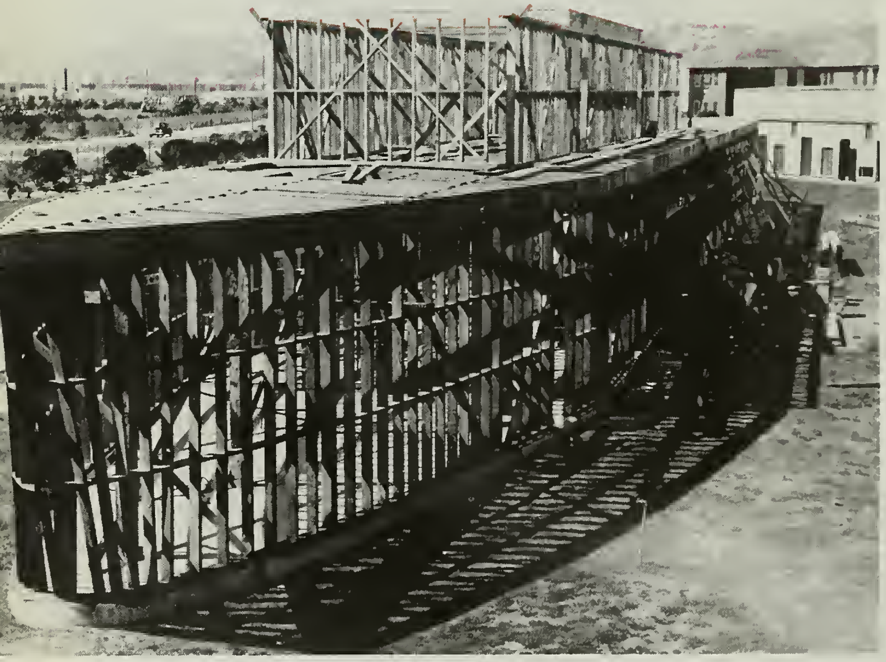
USS RECRUIT

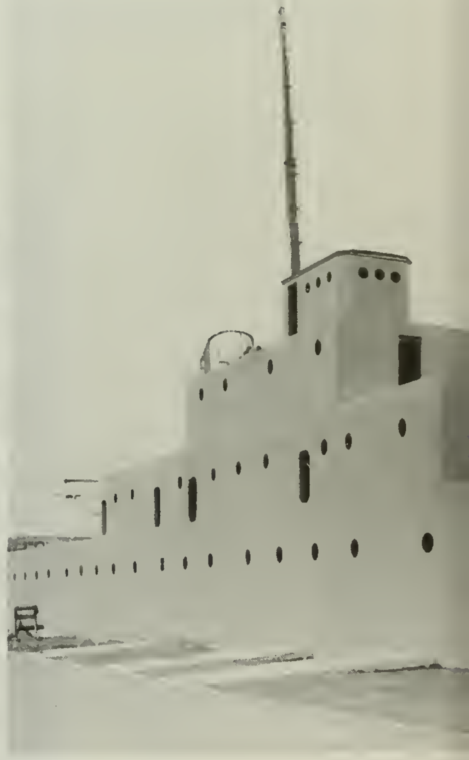
Sentimentality—plus practicality—has earmarked USS *Recruit* from the days the San Diego landmark was constructed in 1949. Her 25th anniversary this year is being used as a special occasion to remember the help that she has given in training some of the Navy's finest sailors.

The dry-land ship mock-up, easily visible at the San Diego Naval Training Center from Harbor Drive, was officially commissioned and designated 27 Jul 1949 as Training Destroyer Escort One (TDE 1) by the Navy. Because of new technology, she was decommissioned in 1967.

From the time of her creation, the ship's aim was to help recruits in their naval indoctrination in the various parts and equipment found in modern-day warships. By her 25th anniversary, USS *Recruit*—known to millions as "Miss Neversail"—had gained a special niche in the Navy's history.

She is believed to be the first such recruit mock-up, and, perhaps, the first non-ship to gain a commission. A similar landlocked training ship stands at the Navy's Recruit Training Command in Orlando, Fla. As a commissioned ship, she had to observe morning and evening colors, fly a commission pennant and observe both the International and Inland Rules of the Road





for casting off and mooring—even though "frozen" in asphalt.

During the days of her commission, the ship was fully manned by 0800 each morning (except Sunday), and the crew stood at attention as the colors were raised on the flagstaff. A short time later, with all hands at their stations, the ship was made ready for sea. The lines might not have been cast off as smoothly as those handled by a seasoned crew, and the orders probably weren't as crisp and clear as those of rated petty officers, but *Recruit* did—in theory at least—head for the open sea.

While at sea, the young recruits rotated in their tasks to familiarize themselves with all facets of shipboard activity.

When it came time for *Recruit* to return to port, the procedure was reversed. The lines were put over at exactly the right time and in the right order when the ship was secured to her moorings. This sequence was repeated about 16 times for every Navyman in recruit training at San Diego.

On the deck, forward, is a three-incher, while two K guns are located astern. There are lifelines, an accommodation ladder, quarterdeck and bridge. There are signal halyards, searchlights, engine-order telegraph and wheel. The only thing that keeps her from sailing out of her concrete channel is the lack of engines and screws.

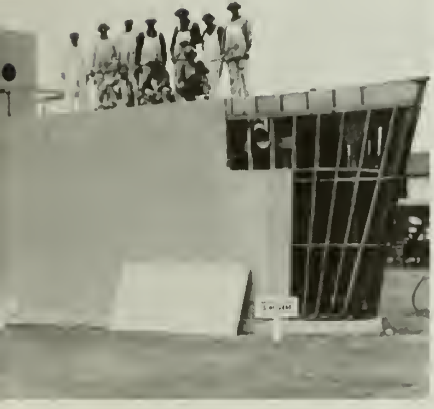
But, after functioning as a commissioned ship for 18 years, USS *Recruit* fell victim to automation. Because of complications caused by computers that couldn't "comprehend" a motionless ship without a crew aboard 24 hours daily, the training aid was decommissioned on 7 Mar 1967.

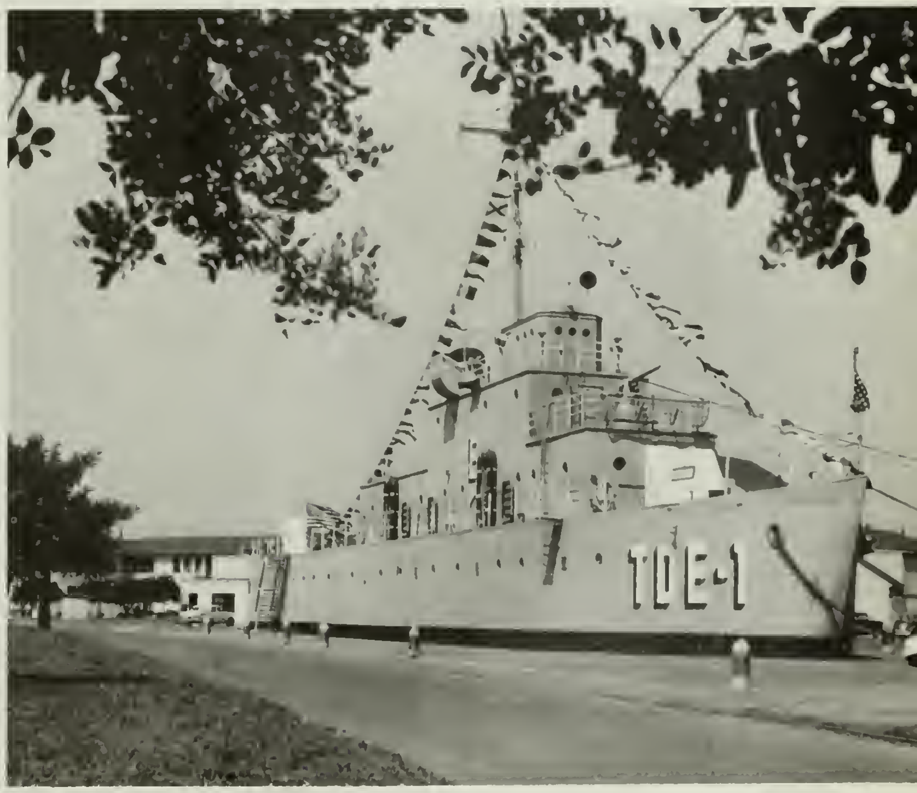
Today, *Recruit* remains one of the Navy's largest training aids. Although no longer in a commissioned status, the TDE 1 remains a part of the San Diego Recruit Training Command with eight classrooms, including a damage control locker, bridge, wooden anchor and gun, sound-powered phone demonstrators and staff offices aboard.

She is some 225 feet long with a beam of 24 feet, 4 inches. Her mast height is 41 feet, freeboard 12 feet (she has no draft), for a total height of 53 feet.

The most impressive statistic of all, however, is that in her 25 years, she has helped in training more than 1.158 million sailors for the U. S. Navy.

Below from left to right: Beginning construction, 1949. USS Recruit nears completion. USS Recruit celebrates her 25th year of training recruits in various aspects of modern-day warships.

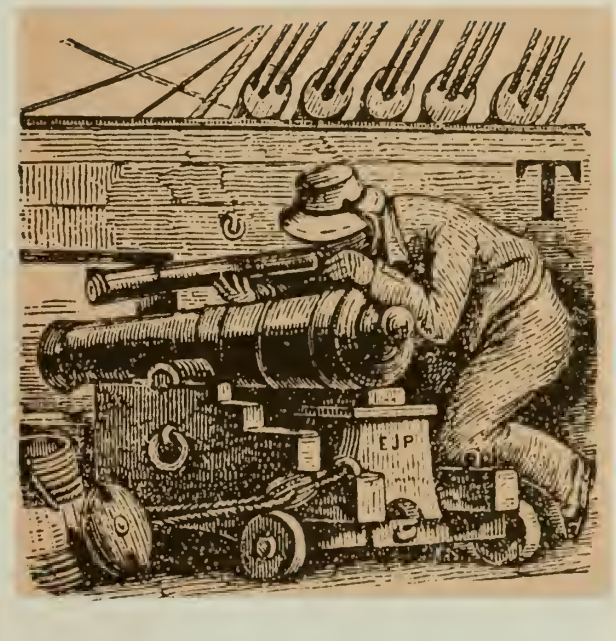




BLACKS in the UNION NAVY

EARLY HISTORY: THE MYSTIQUE OF THE SEA

The following report is one of a series appearing in ALL HANDS Magazine on the role of Black Americans in the Navy. In the words of the author, C. R. Gibbs, articles like this one could go a long way toward increasing knowledge and understanding of the contributions to the Navy by each segment of our society, thus "providing a readable, entertaining source of information" to all men who follow the sea.



Left page: There were some 29,500 Blacks in the Union Navy, serving in ships like USS Hartford shown in this early photograph. Left: Blacks held many positions aboard fighting ships. Fighting side by side with their white comrades, they rendered the full measure of dedication to the sea service and the nation.

The mystique of the sea has fascinated Black man since early times. From the dust of antiquity to the present time the destiny of the Black race has been indissolubly bound to the pounding of the ocean waves.

Black and White sailors helped open the doors of the new world to the rest of humanity. History, much of it little known, abounds in examples of Black seamanship. For example, many scholars believe that Pedro Alonzo Nino, one of Columbus' crewmen, was Black. In the latter 1400s, Abubakar, a Black African also known as Abu B'kar, is said to have sent forth an expedition from western Africa to discover new land across the Atlantic.

Blacks were with Balboa when he discovered the Pacific Ocean, although their actual number is not certain. It has also been said that one of the Blacks with the Cortez expedition planted the first wheat crop in the New World. A sizable group of Blacks marched through Mexico with Cortez, and other Blacks trekked through the steaming equatorial jungle with Alvarado.

During the American Revolution, Blacks again contributed their share to the nascent dream of American independence. (For a report on this see the article, "The Role of Black Sailors in the Wars of America," ALL HANDS, Aug 73, pp. 55-61.)

For example, one of the seamen aboard a schooner named *Defence* in the early spring of 1776, was a Black man named George Cooper. Three Blacks on Captain David Porter's privateer *Aurora* served faithfully (all went by the then common name for Blacks of Cato). Another fought in the Massachusetts brig *Julius Caesar.* Many Black men served on board other Massachusetts ships, including *Hazard, Deane, Morning Star* and *Prospect.*

Several members of the crews of the defensive coastal galleys of Georgia were Black. The names are known of some 75 Black men who served in the Navy for the State of Virginia during the Revolution. Blacks also served as pilots, under John Paul Jones, and later aboard *Royal Louis* with Stephen Decatur. A letter written by George Washington on 26 Jul 1779 to Major Henry Lee also alludes to the employment of Blacks as pilots.

On brigs, galleys, sloops and schooners, Black seamanship and intrepidity added measurably to the attainment of self-rule for the newly liberated colonies.

Again the Black man was called upon to prove his naval mettle in the War of 1812. In fact, one of the acts generally regarded as having precipitated the War of 1812 involved Black as well as white sailors.

Early on a June day in 1807, the British man-of-war *Leopard* attacked the U. S. naval vessel *Chesapeake* outside Norfolk harbor. After a sharp engagement in which *Chesapeake* lost three men and had 18 wounded, the vessel was boarded and four alleged Royal Navy "deserters" were removed. At least two of the impressed men (some sources say three) were minorities. According to the captain's report (from James Barron to Secretary of the Navy Robert Smith) William Ware "is an Indian looking man" and Daniel Martin "is a coloured man." Three of the four were later returned to the U. S.

The War of 1812 was primarily a naval war and the tradition from Revolutionary War days of employing Black seamen was continued. Blacks served under Commodore Chauncey on Lake Erie. Of nearly 50 Blacks aboard his ship he said, "Many of them are among my best men." Blacks in the crew of the vessel *Tompkins* served with such coolness under fire that her commander, Nathaniel Shaler, was moved to say, "When America has such tars, she has little to fear from the tyrants of the ocean." At Lake Erie and Lake Champlain Black sailors, side by side with their white comrades, rendered the "last full measure of devotion."

During the War of 1812, Blacks comprised one-sixth of the seamen in the U. S. Navy. Thus, in the first defense of the soil of the newly formed United States, Blacks performed a sizable role in the sea service.

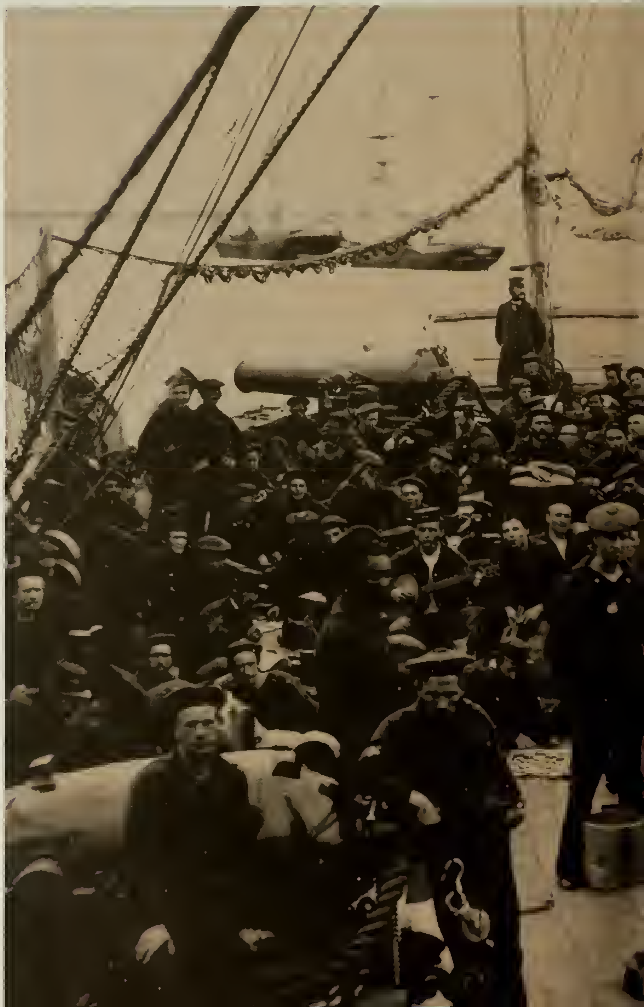
As seagoing civilians, in the decades before the Civil War, Blacks assisted materially in the advancement and increased knowledge of American coastal waters.

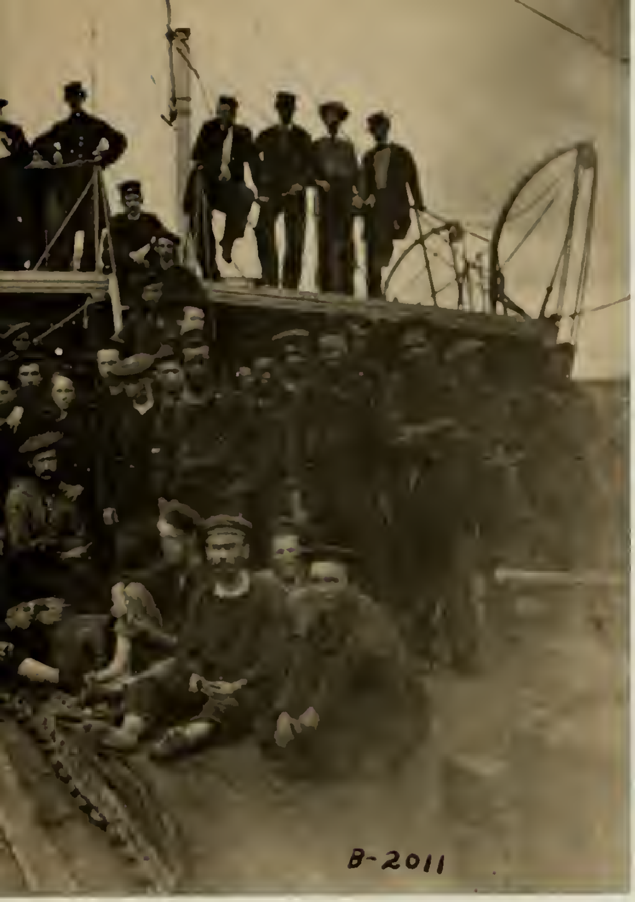
Paul Cuffe, a New Englander in the shipping trade, hired Black and white sailors. He established cultural and mercantilist relations with Africa. Cuffe also taught navigation in Sierra Leone. He, along with eight other Massachusetts Blacks, petitioned the state legislature to give Negroes the right to vote if they paid taxes. A respected member of his community, he died in 1817.

James Forten, a Black Philadelphian, invented a device that aided in the control of sails. A Revolutionary War naval veteran, Forten also owned a sail factory, and went on to become a man of wealth (see ALL HANDS, Aug 73, p. 56).

Lewis Temple, a New Bedford blacksmith, invented the toggle harpoon. A recent authority referred to the device as "the most important single invention in the whole history of whaling." The toggle harpoon more than doubled the whaling industry's overall catch.

Black Americans, both slave and free, looked forward to the day when slavery would be forever erased from the United States. Events here and abroad made many Americans realize that slavery was an inhumane system. On the brink of the Civil War, Afro-Americans realized that in this conflict they could hope to gain their greatest goals: freedom and equality.





THE ROLE OF BLACKS IN THE CIVIL WAR

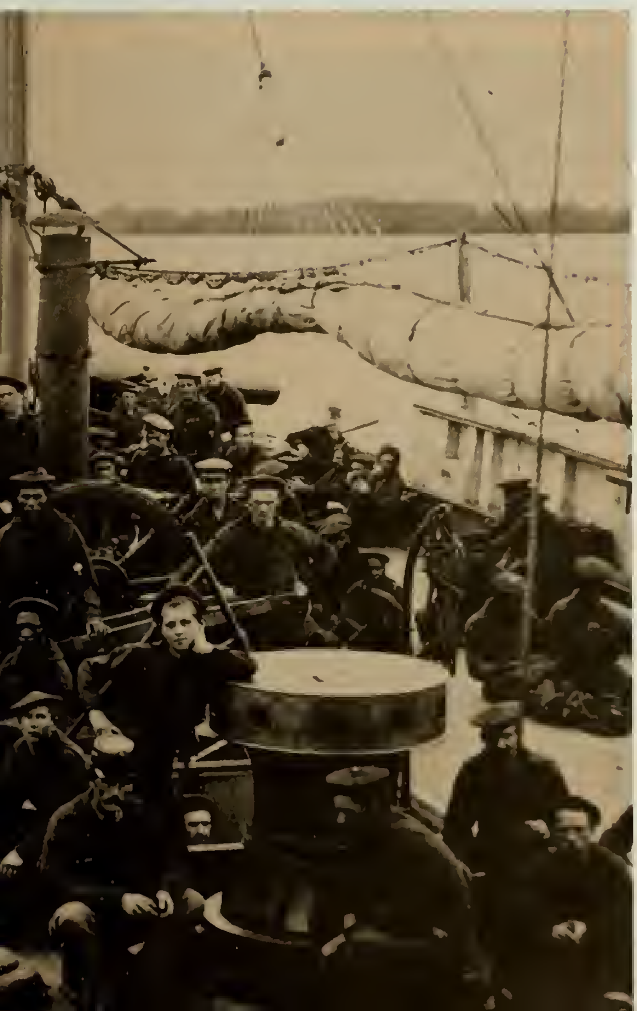
Black men, some slave and some free, flocked to naval vessels in the early days of the Civil War.

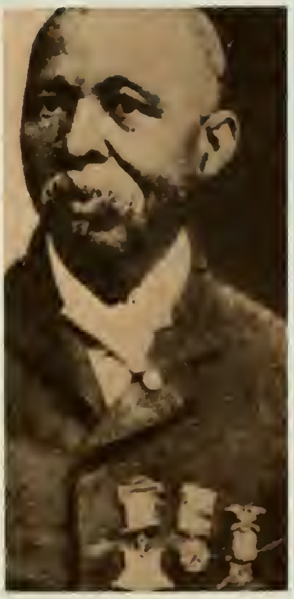
When the Civil War commenced, the Union Secretary of the Navy, Gideon Welles, had only 7600 personnel and 42 of 76 vessels ready to close 185 registered harbors in close to 3000 miles of indented coastline, exclusive of rivers.

Welles, an efficient ex-newspaper editor, faced a staggering task. He and his assistant, G. V. Fox, would practically have to rebuild and redesign the Union Navy. He was hampered by defections to the Confederacy, sometimes approaching complete demoralization, and above all an acute shortage of manpower.

Naval enlistment by Blacks steadily increased. In order to facilitate enlistment on 20 Sep 1861 Welles issued an order which read in part: "You are therefore authorized, when their services can be made useful, to enlist them for the Naval service, under the same forms and regulations as apply to other enlistments." They were initially limited to the lowest rating, but that was later to change.

Several times from the summer of 1862 until at least the beginning of 1863, the Army requested large numbers of Blacks from the Navy. The Navy gained still more recruits by making "enlistment landings." For example, the chief officer of USS *Pocahontas*, along with the ship's surgeon and a portion of the crew, went ashore along the South Carolina coastline where "we





Above: John Lawson, one of the Black sailors who received the Civil War Medal of Honor. Above left: Crew of gunboat Hunchback. The vessel operated along the James River. Left: Crew of USS Mendota. These three photographs are from author's collection.

had a gathering of the Contrabands and Dr. Rhoades proceeded to select such as were fit for the general service, in obedience to your order of the 21st instant. He has selected some ninety. . . .'' (In those times, the term ''Contraband'' indicated liberated or escaped slaves.)

Naval records of the time provide examples of Blacks among ships' crews. Blacks were particularly numerous aboard gunboats. These steam-driven, shallow-draft, heavily armed vessels bore the brunt of some of the hardest fighting. The crew of the gunboat *Mendota* carried a high proportion of Blacks. Of the 38 crewmembers of the gunboat *Glide*, 30 were Black.

Again, owing to manpower shortages and the fact that the Contrabands were doing an excellent job, their possibilities for advancement were increased. Black sailors could now become firemen, coal-heavers, landsmen, seamen and all ranks short of petty officers. The order limiting rank had been rescinded. Although some distinction would be made as to the man's slave or free status, this too would later cease.

Directives were issued by Welles and Admiral Porter to use the Blacks ''to a greater extent than heretofore.'' A check of the logs and muster rolls of some eight vessels showed that aboard these eight ships were a total of 364 Blacks of whom 279 were landsmen, four cooks, five stewards, 18 coal-heavers, one 1st class fireman, one 2nd class fireman, five ordinary seamen, and seven seamen, plus 44 boys (this was a regular assignment category on board ships at this period). The ''mix'' was a condition of affairs in fair accord with the general numerical proportion of these ratings in the Navy as a whole.

The use of Blacks as pilots was a common practice. In 1863, Rear Admiral Dupont wrote to Welles: ''I desire to add that I have made use of the services of certain contraband pilots, and have authorized the payment of them sometimes of $30.00 a month and sometimes of $40.00 a month. May I hope that this course meets with the approval of the Department? They are skillful and competent.'' Records also exist of several Black pilots being killed in action.

In general, discrimination or segregation was at an absolute minimum in the Union Navy. Blacks were quartered and messed in common with other sailors. Black seamen on occasion held rank above that of their white comrades, and until late in the war naval personnel records did not distinguish white from Black. Discrimination, however, did exist simply because of the carryover from civilian society.

The record of Black naval bravery was not confined to those wearers of the uniform but included others as well.

- One of the most daring acts of the Civil War was performed by a slave, Robert Smalls. On the night of 12 May 1862, Smalls and eight other Black men and women took possession of the steamboat *Planter*. He

Left: Illustrated is Farragut's flagship, Hartford, and the Confederate Tennessee at close quarters in the battle of Mobile Bay. Below left: The Confederate raider Alabama surrenders to Kearsarge off Cherbourg, France, where Joachim Pease, a Black seaman, won the Civil War Medal of Honor. Below: USS Hartford in combat against the Confederate ram Tennessee.

had been a helmsman before the war. Smalls piloted the vessel past the Confederate gun batteries and on out of the Charleston, S. C., harbor. He had deceived the Confederate forces by wearing the coat and large straw hat usually worn by a ship's captain. The Confederate sentries let the ship pass, thinking it was just moving to another spot in the harbor. Smalls turned the boat over to the Union Navy and he and his party were awarded nine thousand dollars.

- The *Waring* incident is another illustration. *S. J. Waring* was a merchant vessel captured by the Confederate privateer *Jeff Davis.* After the Confederates had arrested *Waring's* original crew, with the exception of two seamen, the vessel again set sail with a passenger and a Black steward replacing the two members of the crew. While bound for Charleston, S. C., William Tillman, the Black steward, overcame three of the Confederate crewmen and with the help of the passenger, Stedding, took control of the ship. The vessel was brought to New York harbor and turned over to the Union government on 21 Jul 1862. Tillman later received $6000 in prize money.
- The *Enchantress* affair was still another example of Black bravery at sea. *Enchantress* had also been captured by a Confederate privateer, and her crew was replaced with but one exception. This exception was a twenty-five-year-old Black, Jacob Garrick, who had served as steward. When the captured vessel came within sight of one of the Union blockading ships, the Confederate hoisted a Union Flag in an effort to get by. Garrick, then out on deck, dove overboard and

BLACKS IN THE UNION NAVY

alerted a Union blockading vessel as to the true identity of the now Confederate *Enchantress.*

A number of Black sailors in the Civil War were awarded the Congressional Medal of Honor.

- Aaron Anderson, landsman of *Wyandank,* received the medal for bravery while serving with an expedition on Mattox Creek, Va., 16-18 Mar 1865.
- Robert Blake, a crewman aboard USS *Marblehead,* won the medal for bravery in an extremely sharp engagement with Confederate batteries on Stono River, S. C., 25 Dec 1863.
- John Lawson, a landsman on board Admiral Farragut's flagship *Hartford* won the medal during the Battle of Mobile Bay. Lawson, though wounded badly, refused to go below and stayed in action throughout the engagement.
- Joachim Pease, a seaman aboard the famed *Kearsarge,* also won the Medal of Honor. Of *Kearsarge's* historic encounter with the Confederate raider *Alabama,* Captain Winslow wrote that the Black man "had exhibited marked coolness" and was "one of the best men in the ship."

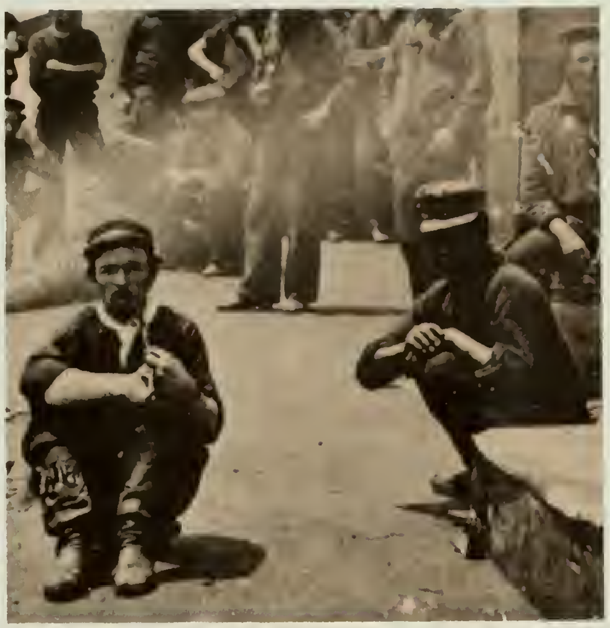
More recent research indicates that three other Medal of Honor winners were Blacks: Landsmen William H. Brown and Wilson Brown, and Engineer's Cook James Mifflin.

Black sailors served on many famous vessels during the war. Black seamen composed part of the crews of Farragut's *Hartford,* Winslow's *Kearsarge,* and at least three Blacks were on board *Monitor* when she sank in a storm off Cape Hatteras on 31 Dec 1862.

The Union Navy had varied missions: blockade, cooperation with the Army, and commerce protection.

The Navy's job included riverine operations to split the Confederacy, amphibious operations to seize land, and distraction of the Confederate Navy. In the great effort to achieve these goals, both Black and white sailors fought and died. Over one-fourth of the entire Union Navy was Black. Black enlistment was approximately 29,511 men and they suffered over 800 casualties.

Aboard ship, it was every man's responsibility to answer the call of the alarm rattle. Black sailors, like their shipmates, served on rams, monitors, gunboats and labored on the stone fleets. As men everywhere, they laughed and grumbled about the "lobscouse" (salt meat cut up as finely as possible, powdered ship's biscuits and slush mixed in a tin dish and baked) and occasional lack of drinking water. When fighting, each of them could handle a boarding pike or cutlass as well as any man in the defense of freedom.



—C. R. Gibbs

"This article," says author C. R. Gibbs, "has only scratched the surface in the area of Black naval participation. The progeny of Africa, along with the progeny of Europe, responded to the calls of their country during the war to preserve the Union." He wrote with pride when he forwarded it to the Navy. "The past history of the Navy shines with examples of racial cooperation; show them, let the proud past of the Navy as well as the present reach out and touch the minds of all Americans."

Far left: This is a portion of a photograph by Mathew Brady taken of the crew on the Monitor during the Civil War. Top left: First battle between iron ships. Shown are Monitor and Merrimac (css *Virginia*) in battle in 1862. Above: Some of the crew on the deck of a monitor. Black sailors served on rams, monitors, gunboats and labored with the stone fleets.

Delta Queen

SIR: Your article on *Delta Queen* in the September 1974 edition recalls a part of my naval career with the old battle force—23 Jun 1926 to 2 Feb 1957. I believe I had the first orders to *Delta Queen* issued upon her being taken over by the Navy.

I was ordered to San Francisco when the Navy took over the Golden Gate International Exposition buildings there, and I helped establish the medical storehouse. As time went by the activity grew from one person a day to 1000 a day reporting in for duty.

A healthy scream got me the promise of a Navy fighting ship. Five days later, with orders in hand, I trod the pier at Yerba Buena looking for my ship. A navy yard worker informed me I had passed her four times, a ferryboat.

I boarded *Delta Queen* and found her intact, exactly as she was taken over, even to pennies in the gum ball machine.

Being certain the enemy would not board *Delta Queen*, I camped out in the aide to the commandant's office on the base until he came up with a new set of orders for me. This time I drew an armed "ship," the yacht, *Heidi*. Still I balked, and finally got my orders for a midnight departure aboard USS *Wharton*. I ended up on Espirito Santo for a stay on Guadalcanal, far removed from those who were trying to convert me to a ferryboat sailor.

Yet, the yacht boys were successful on one more try—I wound up on USS *Southern Seas* off New Zealand. Later I drew duty with the Regular Navy aboard USS *Trever*.

When I had first gone to *Delta Queen*—as I look back on it all now—I lacked the necessary sympathy for a ship with a soul asking me to help shape her up in her new role. I think she found her answer in the traditional Navy way; we didn't join her, she joined us. And in proving her worth she earned the title of a Navy ship.—CWO Ernest J. Weber, USN (Ret), Orlando, Fla.

You asked for it--another ALNAV PUZZLE

Here's an AlNav word puzzle for naval history buffs. The puzzle appearing in the June 1974 issue of ALL HANDS (p. 62) was such a success that we're doing another one. This one is a contribution of Richard Kamienski, former AD3, USN. The directions are simple. The names of at least 42 U. S. Navy World War II fighting ships can be found among these letters. The names sometimes read forward, at other times backward, up, down, or even diagonally. Draw lines around each name as you discover it. No abbreviations, please!

Hint: Look for aircraft carriers and battleships. Ready? Set? Anchors aweigh!

S	T	T	E	S	U	H	C	A	S	S	A	M	B	O	X	E	R	W	Z	O	H	A	D	I	O	W	A
O	H	G	F	E	A	O	B	C	L	P	D	A	P	C	O	C	D	I	S	A	X	E	T	A	G	B	G
U	J	A	Z	H	I	R	A	N	O	Z	I	R	A	I	N	E	A	S	B	L	E	K	H	B	E	C	O
T	K	N	N	Y	X	N	Y	K	J	I	A	Y	Q	X	M	S	E	C	Z	M	S	Q	J	N	D	F	T
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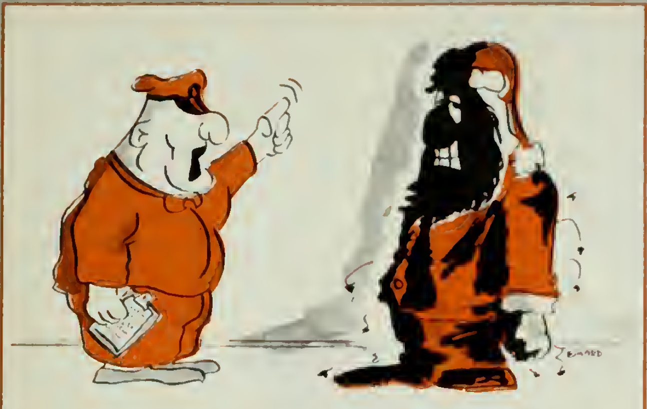
A	O	E	V	R	B	I	C	O	F	P	V	N	U	W	K	P	N	S	M	J	N	P	V	N	T	U	A
K	Q	T	P	Q	V	D	L	E	S	T	W	D	X	E	P	R	O	I	L	G	K	E	E	Q	S	R	S
O	R	A	S	T	U	P	N	A	U	X	Y	A	Z	N	J	E	B	N	T	N	O	W	V	W	B	T	U
T	B	M	P	L	H	K	W	O	K	P	Q	Y	A	D	I	T	Y	O	H	A	Y	K	L	A	X	V	A
A	I	N	A	V	L	Y	S	N	N	E	P	B	Z	E	C	N	N	O	G	O	B	G	N	F	D	Z	G
D	C	D	E	F	H	J	M	K	A	M	C	X	I	C	F	E	G	D	R	F	C	J	M	A	C	A	O
R	A	Y	X	G	I	K	C	O	C	N	A	H	D	J	K	L	H	K	M	K	E	H	I	D	E	Y	R
A	L	A	B	A	M	A	N	L	M	K	L	W	A	I	N	I	G	R	I	V	T	S	E	W	O	P	E
H	A	W	C	I	P	P	I	S	S	I	S	S	I	M	R	O	S	T	W	X	S	O	R	Q	T	U	D
C	Z	K	A	M	I	E	N	S	K	I	P	V	U	I	P	K	E	F	V	Y	Z	X	W	B	Y	W	N
I	V	U	T	S	R	Q	O	P	L	J	U	H	I	S	H	L	E	X	I	N	G	T	O	N	Z	A	O
R	A	I	N	R	O	F	I	L	A	C	M	C	B	S	I	A	S	A	S	N	A	K	R	A	F	S	C
E	O	P	T	S	W	V	I	Z	B	D	T	F	G	O	D	H	E	I	K	C	D	V	E	R	D	H	I
M	L	N	Q	R	U	H	Y	N	X	A	E	C	I	U	Q	O	G	F	N	F	I	U	A	F	R	I	T
M	K	M	J	T	R	U	V	W	T	F	G	H	O	R	P	M	E	I	Y	G	E	N	H	G	E	N	S
O	Z	Y	S	E	R	A	X	B	E	R	C	D	A	I	N	A	P	H	Z	H	K	I	D	J	G	G	T
H	P	Q	K	E	E	S	S	E	N	N	E	T	U	M	J	O	L	M	X	L	O	P	L	I	N	T	G
N	O	N	J	G	F	D	Z	A	X	B	W	P	V	K	L	W	Q	U	I	K	N	T	M	K	A	O	H
O	U	K	N	O	R	T	H	C	A	R	O	L	I	N	A	V	R	N	J	I	Q	R	S	N	R	N	L
B	M	L	I	H	E	C	Y	C	O	L	O	R	A	D	O	T	S	Y	E	S	R	E	J	W	E	N	A

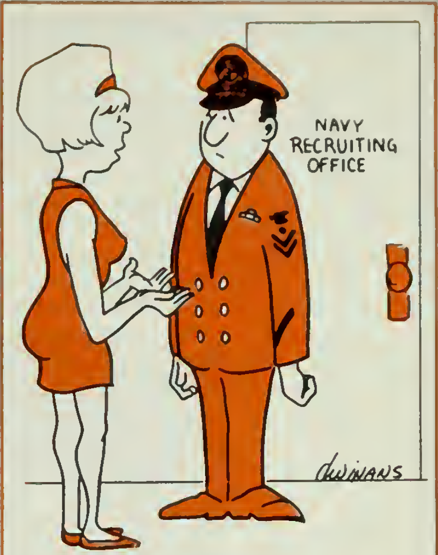
on the serious side

DMSN Joseph F. Ballard, Jr.



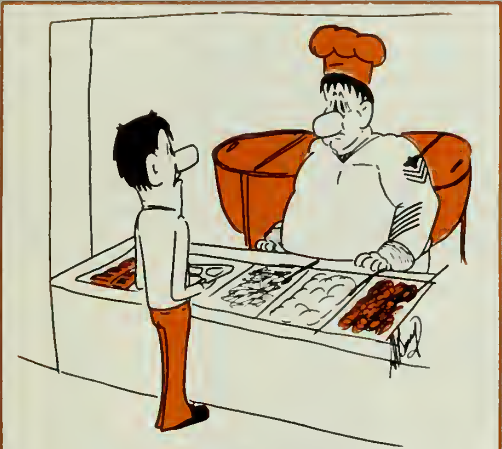
"I don't care who you say you are, you better stay out of the stack and get those reindeer off the bridge."

CTA1 Donald L. Winans



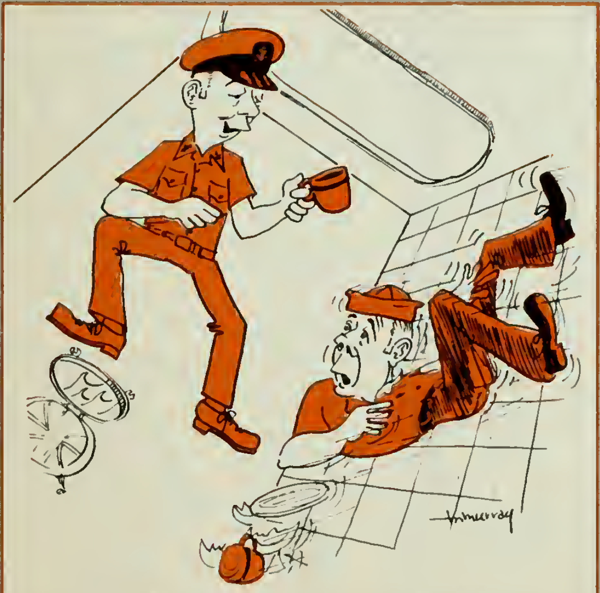
"No John, I won't marry you . . . not even for a guaranteed class 'A' school."

DK2 Alan L. Berry



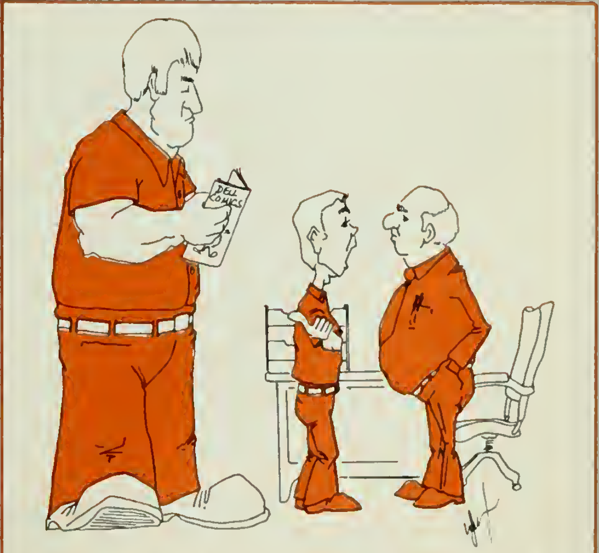
"Would it be asking too much to know where you get *your* meals?"

LCDR Melville C. Murray



"Still haven't found your sea legs, have you, Bailey?"

STCS Warren L. Witas



"You want to know what Seaman Jones does, Lieutenant? . . . anything he wants to do."

TAFFRAIL TALK

What's a chief quartermaster who served in three wars doing navigating around a public affairs office? When you've got as many talents as Wallace Louis Exum, author and artist, it's not very hard to fit in wherever the Navy assigns you. Wally recently completed a Reserve active duty stint with the Naval Internal Relations Activity's Print Media Division, the office which puts out ALL HANDS magazine.

Born in San Francisco, the chief enlisted in the Navy at age 16 and saw three years of service in World War II, four years in Korea and two years in Vietnam, earning a Presidential Unit Citation, five battle stars, a Purple Heart and other assorted commendations. In between wars he managed to put in two years each at the University of California at Los Angeles and the Hollywood Art Center, plus some 20 years of Reserve service.

Living with his wife and daughter in Port Townsend, Wash., Wally says they settled there by accident. They were headed to Hawaii in his home-built, 25-foot sloop when a squall forced them into the port there. The Victorian architecture caught his artist's eye, and they decided to stay. He has since become something of a celebrity in the area with his sketches and oils of the Victorian homes and the sailing ships of the area.

Besides that, Chief Exum has just published a book, "Battlewagon," a novel about the bombing of Pearl Harbor. In the book, *Nevada*, the only battleship to get underway that day, is taken out by a chief quartermaster who finally has to beach her because she has been crippled by enemy bombers.

Since he has been in Port Townsend, Wally was commissioned to do an oil portrait of Marvin Shields, a Seabee who died in Vietnam, by the new skipper of USS *Marvin Shields*.

Chief Exum's many talents have served the Navy well for 30 years now. He's a good example of the vast amount of talent the Navy has on its active-duty and Reserve rolls.

* * *

Sonar Technician Ken Merriken was getting ready to go on leave. He had just completed a Med cruise aboard USS *Biddle* (DLG 34), and decided there was no better way to spend a vacation than bicycling along the Italian Riviera (where *Biddle* just happened to be). It was also a means of getting away from GQ, fire drills and that sort of thing.

Blue sky, blue sea, Italian villas, the Maritime Alps—just what the doctor ordered, thought Ken as he pumped blissfully along with the tune of "Santa Lucia" bouncing around in his head.

Suddenly, something else was beating his brain. "This is not a drill. Fire, fire on the mountain!" Wait a minute, what happened to Santa Lucia? Looking up, Ken saw a roaring fire galloping up the mountainside towards the village of Suseneo and threatening homes, trees, rose gardens, vineyards and people. Reacting like any Navyman who has been through an infinite number of ship's fire drills, Ken dropped his bike and rushed off to help.

For Ken, reward enough was a good deed done, but there was something else. One of the homes he helped save belongs to Nicolo DiStefino, a goldsmith from the nearby resort town of San Remo. DiStefino was so grateful that he cast a single medallion commemorating Ken's help. In a special shipboard ceremony the people of Suseneo presented it to Ken with their thanks.

The All Hands Staff

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Back Cover: Featured are two honorable mentions and the third prize winner of the ALL HANDS Photo Contest, color category. Left top: Honorable mention—submitted by SA Heywood Tate, recovery of the Skylab III Space Capsule. Right top: Honorable mention—submitted by PT1 K. E. Blain, flight deck of USS Ranger (CVA 61). Bottom: Third prize—submitted by YN3 Anthony P. Caruso, entitled "Parts of the Whole."

SURE, CIVILIANS CAN ALWAYS QUIT THEIR JOBS.

UNLESS THEIR JOBS QUIT THEM FIRST.

If some of you are thinking about going back to the "real world," take a good look at it.

Sure, civilians can always quit their jobs. But sometimes the jobs are quitting the people.

Let's say you do leave the Navy and find a job for as much as $1000 a month. That $1000 may not be as much as you think.

Here's why.

Out of that $1000 comes $195 in federal taxes if you're single. In the Navy you pay income tax, too. But only on basic and special pay.

Out of that $1000, you'll have to deduct items like food, housing, and clothing. The Navy either provides these for you or gives you an allowance to help cover them. Out of that $1000, maybe you'll pay for retirement plans. Health and long-term disability insurance. Life insurance.

All these civilian deductions could reach $500 a month! So that $1000-a-month job doesn't go as far as it may appear.

How about if you lose or walk out on your civilian job. You leave. And look for a new one. Maybe it takes a week. Maybe 6 months. Without pay.

If you want to change your Navy job, you can – if you have the qualifications and training. And you still get your Navy pay.

So get all the facts from your Command Career Counselor.

See him today.

The Navy.
Don't wait 'til you get out to wish you'd stayed in.

KEEP THEM COMING

...YOUR COLOR PHOTOS MAY END UP ON THE COVER OF ALL HANDS

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